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MODEL CAR *Science*

DECEMBER 1968

50c

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**DESIGN A
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WILD "T'RANTULA"**



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Stephen D. Urette

EDITOR
Raymond E. Hoy

MANAGING EDITOR
Tom Madigan

TECHNICAL EDITORS

Tom Malone
Don Emmons
Jose Rodriguez, Jr.
George Siposs
Mike Poss

ART DIRECTOR
George Wallace

GRAPHIC DESIGN
Gunther Bahrs



DELTA MAGAZINES, INC.
131 SOUTH BARRINGTON PLACE
WEST LOS ANGELES, CALIF. 90049
PHONE: 213/476-3004

PRESIDENT
Gordon Behn

ASST. TO THE PUBLISHER
Bill Lloyd

ADVERTISING DIRECTOR
Marvin Patchen
PHONE: 213/332-0186

MODEL CAR SCIENCE



"The Official Voice
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WANTS ELDON INFORMATION

Sorry to say this, fellas, but I have a complaint. I have been reading MCS for two months now, and have yet to see an article on 1/32 Eldon home set cars. My Eldon cars run pretty well, but I'd sure like to see an article on hopping them up. How about it?

Joe Degenhart
Cincinnati, Ohio

We ran an article on modifying the Eldon home set cars in the May 1968 issue of *MODEL CAR SCIENCE*. Back issues are available. Simply send 50¢ to: Back Order Dept., *MODEL CAR SCIENCE*, 131 Barrington Place, Los Angeles, California 90049.

HERE'S A FREE TIP

I wonder how many guys have wondered how to number their HO cars the way they want them numbered or, in other words, without being restricted to the numbers on a regular decal sheet? Here's how: buy a plain white sheet of contact paper (about a dime's worth will do hundreds of cars). Get a package of 3/16" "Stenso" lettering. (Ed. Note: Reader Kullman is probably referring to dry-transfer lettering, available in most stationery stores.) Use a hole punch to punch out the contact paper. It makes perfect size circles. Just rub on the numbers and peel off the contact paper backing. Makes inexpensive and beautiful HO numbers!

Michael Kullman
Kansas City, Mo.

Thanks for the tip, Mike. Sounds great. Any of you other fellas out there have tips you want to share?

for their catalogs, so you can see what they have to offer. We don't sell merchandise of any sort.

SORRY, CAN'T HELP YOU

Your chassis building articles are great! Is it possible for you to send me a diagram of a scratchbuilt frame to fit under my Choti thingie body? Please send all of the return information by air mail. Thank you.

Jerry Markovitch
Brooklyn, N. Y.

Sorry, Jerry, we can't help you, much as we'd like to. It is absolutely impossible for us to answer each letter that comes in each month. We get hundreds of letters, most of them with four or five technical questions. You can see what a monumental job it would be. We try to run articles that will help the majority of readers, using their inquiries as a guide.

ANOTHER FREE TIP!

I've got a hint on how to make realistic looking vinyl roofs. Simply paint the roof the desired color, then while the paint is still wet, sprinkle on salt and spray again. More salt can be added to obtain the desired texture.

Bruce Walgren
Hay Springs, Nebr.

Reader Walgren sent in a piece of plastic that he had prepared in the manner he described, and we must agree that it looks very realistic. Give it a try.

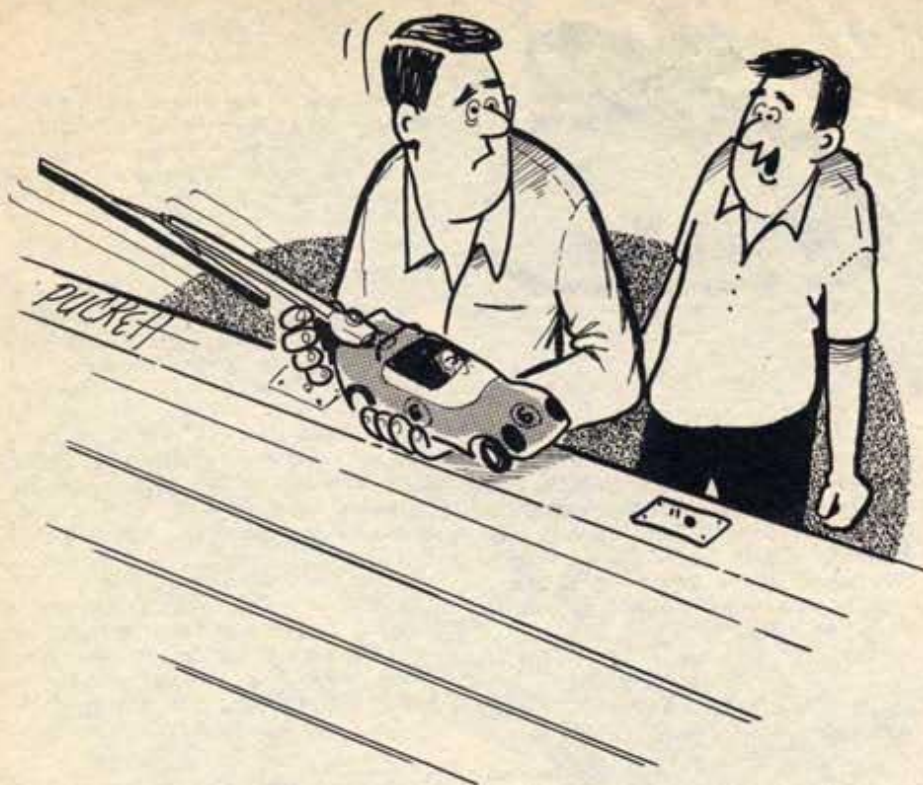
HOC CI RULES?

Where can the HO COMPETITORS OF OREGON get the HOC CI rule book? And how can we join?

Mike Dall
Oregon, Ohio

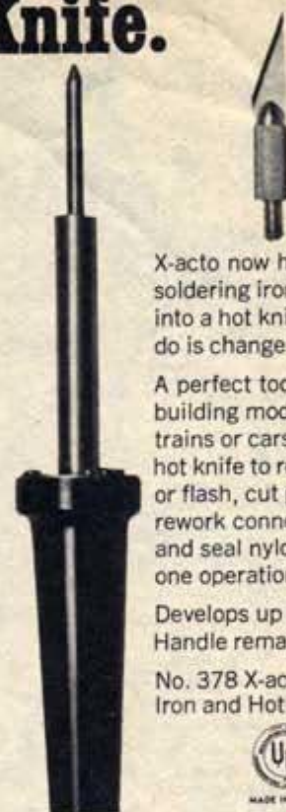
You can only obtain a HOC CI rule book by joining HOC CI, Mike. Write directly to HOC CI headquarters for complete information. Their address is





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8/Model Car Science



HOCCL, P.O. Box 578, Times Square Station, New York, N.Y. 10036. For readers not familiar with HOCCL, it is the only national HO racing association in the country, and the one that MODEL CAR SCIENCE officially recognizes. It's a great organization, and one you should belong to if you're an HO scale fan.

MANUFACTURER'S ADDRESS PLEASE

Can I buy direct from the various model manufacturers? It's difficult to obtain kits over here. What is the address of Revell?

John Paul
Munich, Germany

Well, it is possible to buy direct from most of the model manufacturers, John, but they don't like to do it, as they're just not set up for mail order business.

WANTS A DUPLICATE OF OUR COVER

Your August cover knocked me

out! Is it possible to get a picture similar to the one on the cover? It would look great framed!

Brian Williamson
Lexington, Ky.

Thanks for the compliment, Brian. Wish we could help, but we don't print extra copies of just the cover. If worse comes to worse, you can always remove the cover and frame it.

A CONVERT!

I quit slot racing in 1962, and I only have a few bits and pieces of equipment left. However, tonight I picked up my brother's MCS, and read it. Wow! I didn't realize that the sport had changed so much! The equipment that is available stuns me. Your mag is great. It's informative, laid out beautifully, and it says it like it is. I'm going to get back into slotting again, thanks to you.

Ike Byrd
Columbus, Ind.

Glad to see you back in the fold, Ike. We had to cut your rather long letter down, but we hope we got the gist of it in. Slotting is here to stay!

WHERE ARE YOU?

Help! About August 17 a boy came to my door and wanted information. He said he read MCS, so I'm turning to you for help. Please print the following: Will the person from West Covina, California, who contacted me on August 17, 1968, please contact me again. There has been a mix-up.

F. A. Krause, President
INTERNATIONAL
SLOT CAR ASSN.

401 N. Lyall Ave.
West Covina, Calif. 91790

Hope you find him, Mr. Krause.



"Son, you should be doing your homework, not developing a nuclear engine for model cars..."

"GO BUGGY"



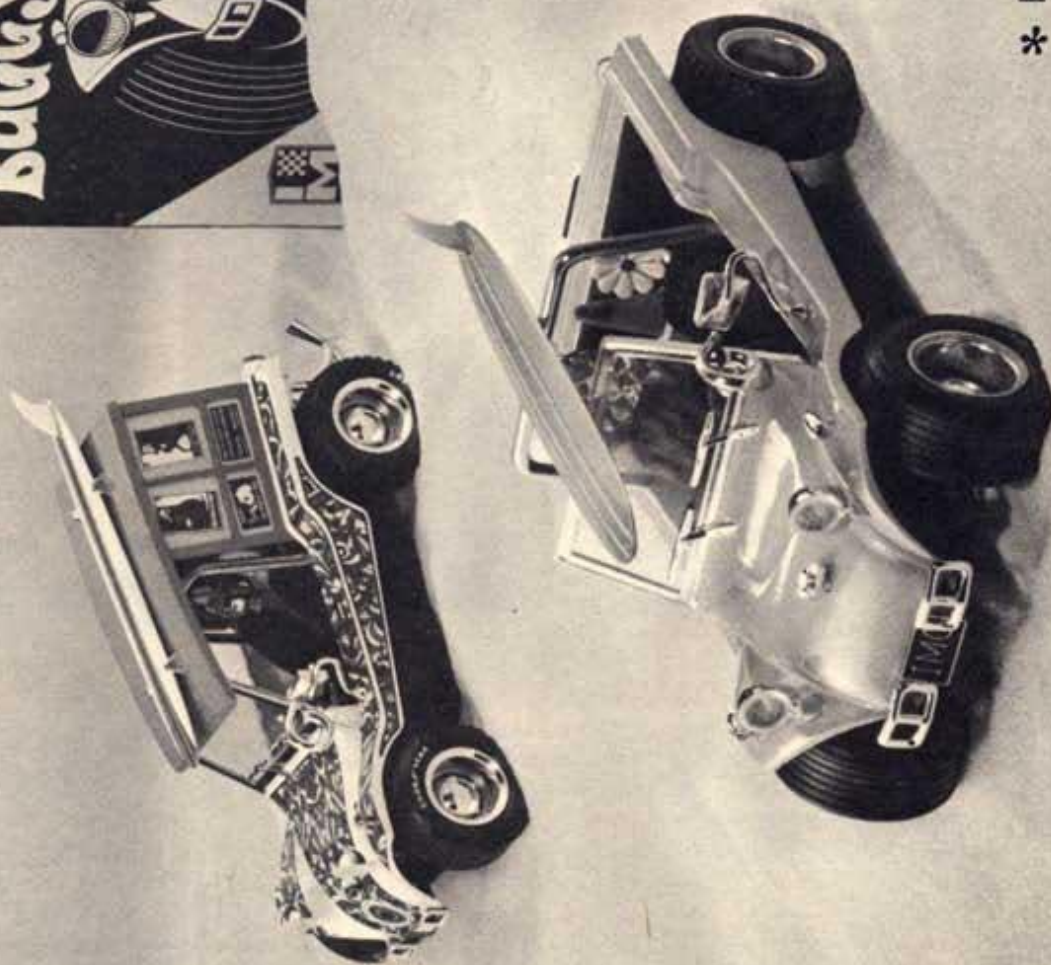
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DREMEL Manufacturing Company, Department 788-L Racine, Wisconsin 53401



A new all-purpose knife from Stanley Tools could be a model builder's dream. It's called the Stanley Slimknife and it has a broad range of cutting jobs. Adding to the versatility of the Slimknife are five different blades which are supplied with each knife: a whittler's blade, a long point blade, a curved edge blade, a broad blade and a sabre-shaped blade for

general carving and heavy-duty cutting. The die-cast aluminum handle will stand up to long, heavy-duty use, yet its clean, slim shape and light weight make it easy to use for precision cutting on delicate jobs. The Slimknife is available from Stanley Tools, division of The Stanley Works, Dept. MCS, New Britain, Conn.



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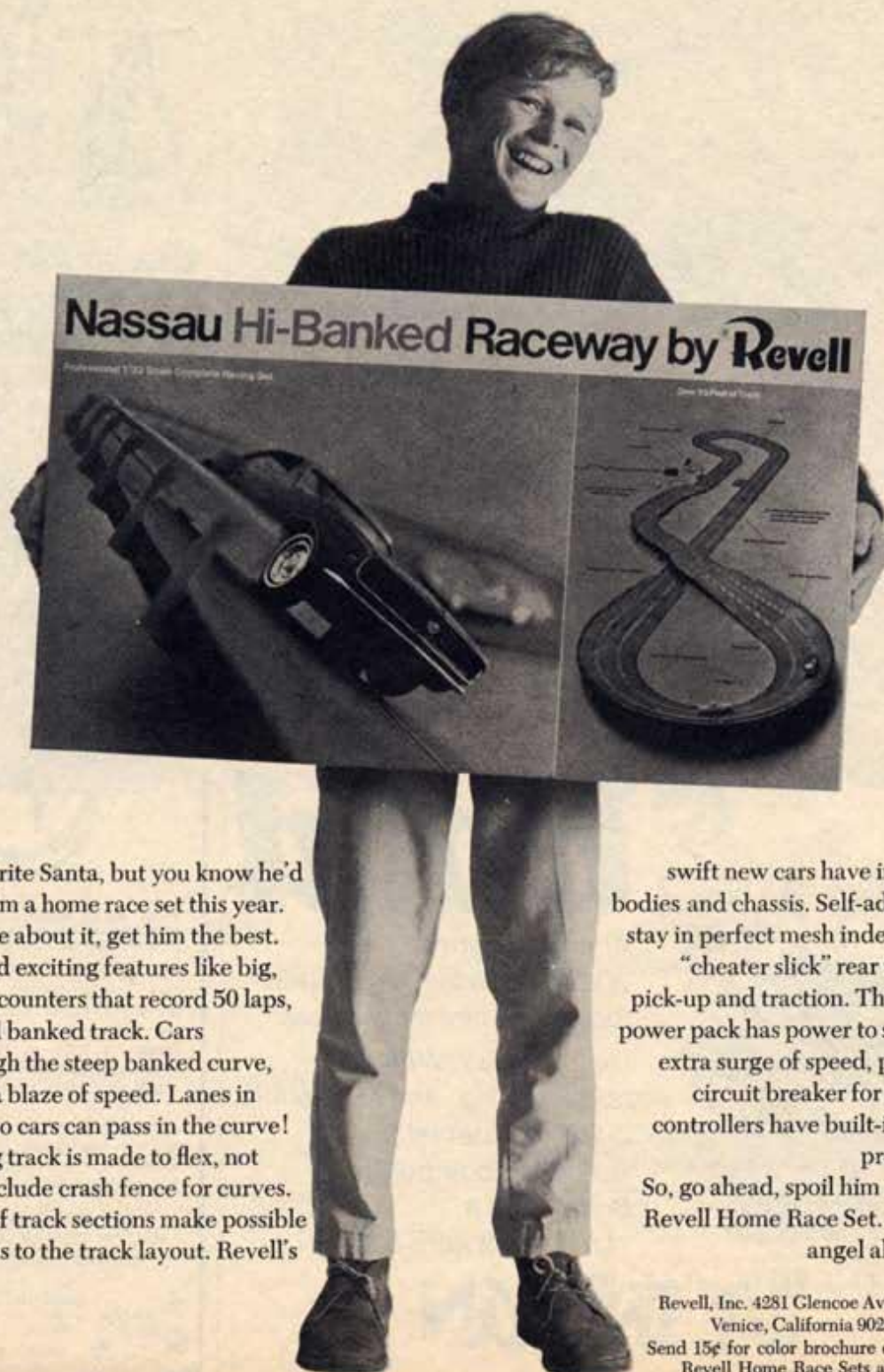
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December, 1968/11

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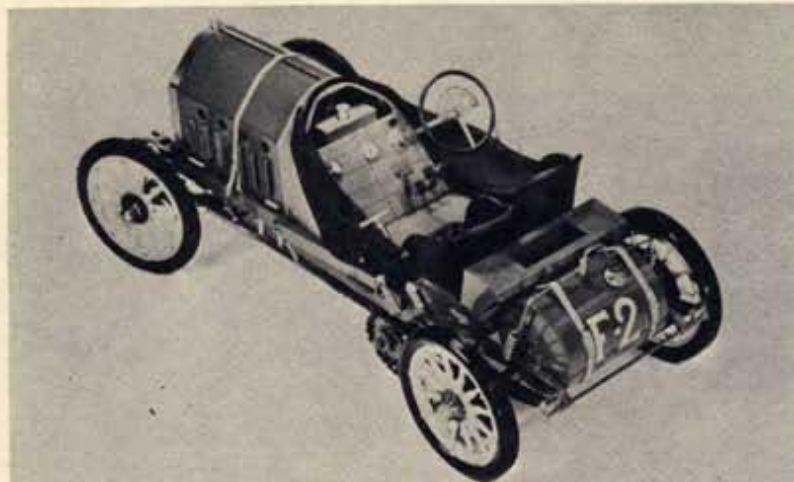
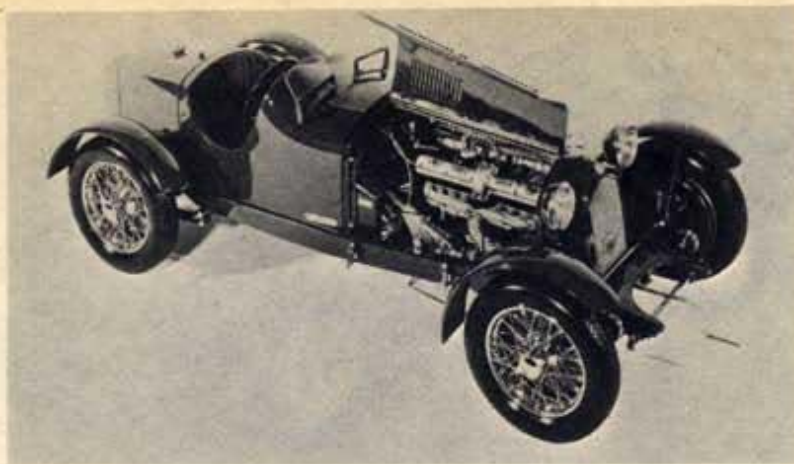
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and crankshaft move up and down. It does everything but run. The two models are the 1931 Alfa Romeo, (retail price is \$97.50) and the 1907 Fiat F-2 (\$49.95). For more information write Sinclair's Auto Miniatures, Dept. MCS, 3416 West Lake Road, Erie Pennsylvania.

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NOVEMBER, 1968



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Model of the Month



14/Model Car Science



AMT Corporation is going to "Sock it to us all" with three new 1/25 scale models, a wild 1957 T-Bird, the fabulous '65 Pontiac GTO, and a hot 1962 Corvette. These kits are full of exciting extras, like exhaust headers, vinyl slicks, mag wheels and psychedelic colored decals. The retail price on these kits is \$2.00. Dept. MCS. Available at your local hobby shop.



The '69ers are here and MPC got the hot ones. Their newest is a GTO in 1/25 scale. The kit boasts three building versions: the stock GTO, a funny car, and a stylized custom version. The builder can interchange all the parts from the three versions to make his own combination. Suggested retail price is \$2.00.





'64 PLYMOUTH BELVEDERE



FUNNY CAR

JO-HAN GC-964



FUNNY CAR



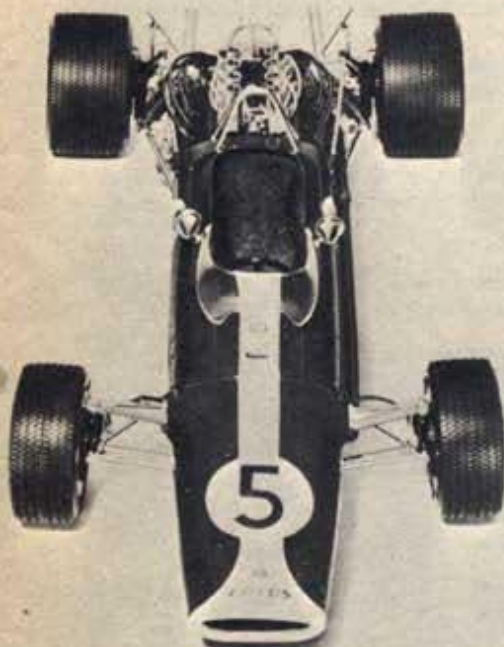
JO-HAN

GC-1064

'64 DODGE

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New two-in-one kits from Jo-Han. Build either version of a 1964 Plymouth Belvedere, Richard Petty's late model stocker or a Funny car version. Or build the Ramchargers 1964 Dodge Funny car or original super stocker, all in 1/25 scale. Available from Jo-Han Models Inc., Dept. MCS, 1725 Moran Ave., Detroit, Mich.



Following closely on the heels of the Honda F-1, Model Rectifier Corp. has come up with a new 1/12th super scale Lotus 49 F-1 kit. The super detailed racer was drawn from the original blueprints and photos of the actual car. The complete kit with electric motor is available at your local hobby dealer and is priced at \$11.98.

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SIZZLIN' SHELBY!

Don the Modeler builds a Super Street Machine

The AMT Shelby Mustang was a real pleasure to build. To start with I am an admirer of the real one and the model is an excellent copy.

I selected the SOHC engine as this seems to be the only engine that should go into a car of this type. I built it up like a "real car" super-street machine. I wanted to stick close to the real color scheme of blue body and tan interior, but I felt this car deserves a candy paint job. to the stock plastic exhaust system. red, blue in light-medium-dark, lime gold, gold frost and dark green for '68. Interior colors are black, blue and ivy.

I think you'll get a real kick from building this Mustang with its scoops, roll bar, big engine and all those wild goodies AMT put into this kit for you. Whether you go stock, mild, or build a way-out racer—the GT 500's really groovy.

By Don Emmons

1) The recessed area of the grille should be painted flat black. The entire back side of the unit is also painted flat black.

2) To add more realism to the Shelby wheels, flat black was brushed on the low area. Then the paint was rubbed off the top edges.

3) Dash panel was painted with Testor's Wood (tan) and the dial insets with flat black. The tip of a small brush dipped lightly in silver was brushed across the raised area of the dials. Top of dash is flat black.

4) 3/32-inch strips were cut from seam tape (sewing supplies) to make up the shoulder harness. The strips were glued together with regular plastic glue (tube). The tan color duplicates a leather interior. Testor's Dullcote was sprayed over the tan.

5) To make the scoops look better, file the inside edge. This gives the front edge a thinner, more realistic appearance.

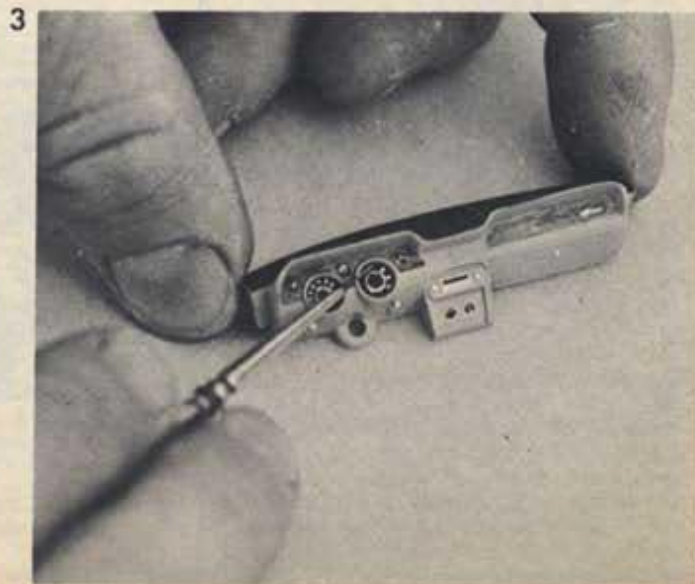
6) Paint the firewall and then add detail by painting the cast wiring with a fine brush. Use different colors for the wires like they are on the real car.

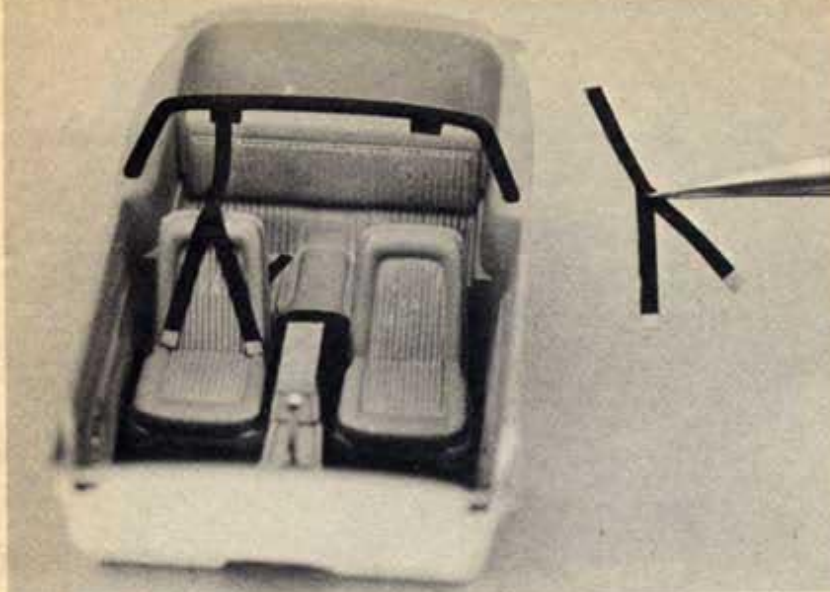
7) When the body has been painted and is dry, the whole inside should get a coat of flat black.

8) Side reflectors were painted Chrome Silver and set aside to dry. The two rear ones should have a coat of Candy Red brushed on.

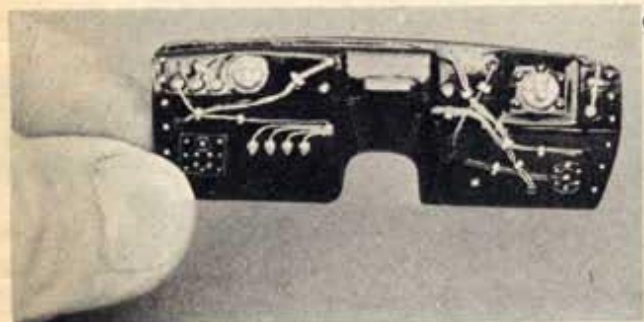
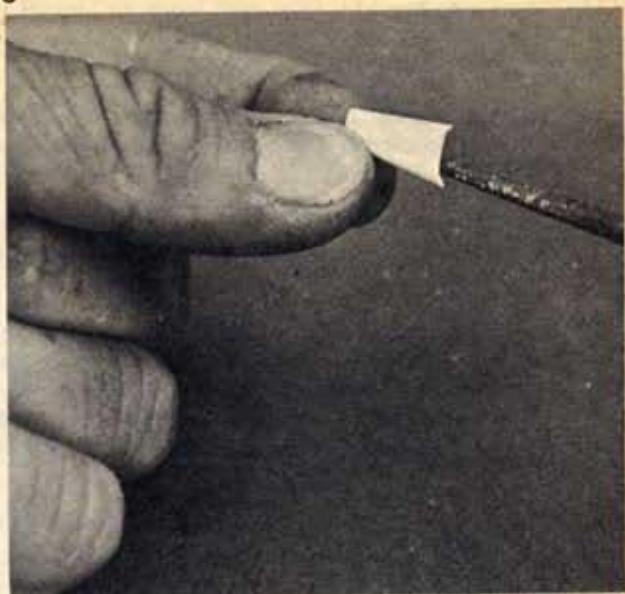
9) Paint the back side of the red plastic taillight lenses with silver, then carefully brush on the tiny chrome strips on the front surface.

10) Flat black was brushed on the cam covers. The paint is then rubbed off the fins to leave the lower area covered.

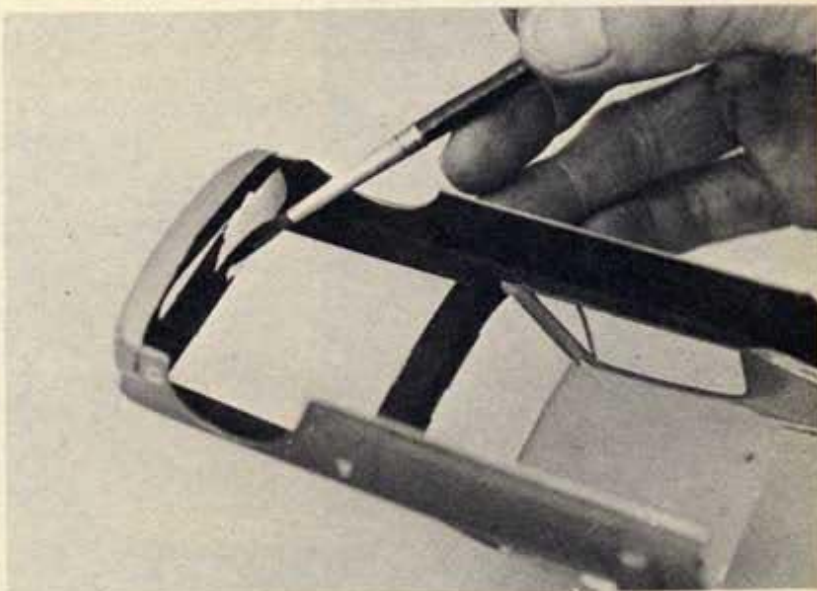




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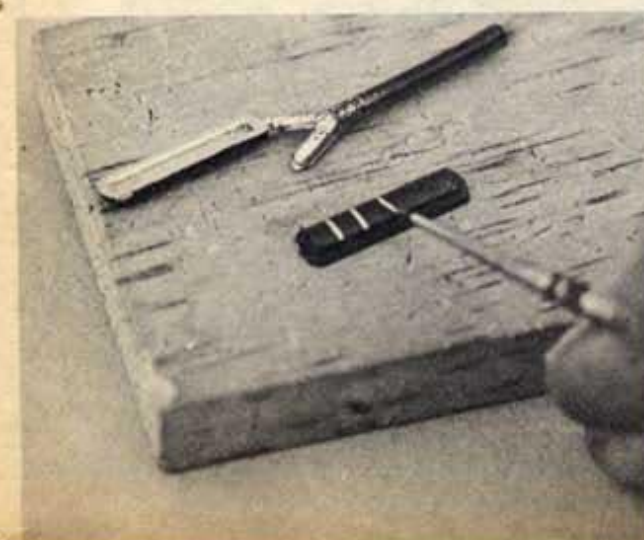
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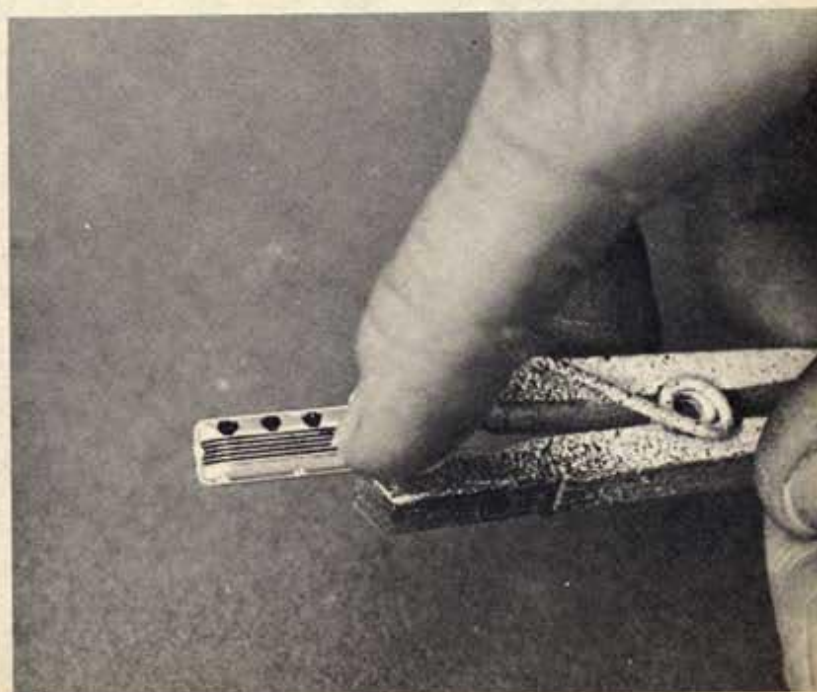
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8



9



10

11) SOHC drag engine is used with stock air cleaner fitted to the two carburetors. Thread is used for spark plug wires and fuel lines.

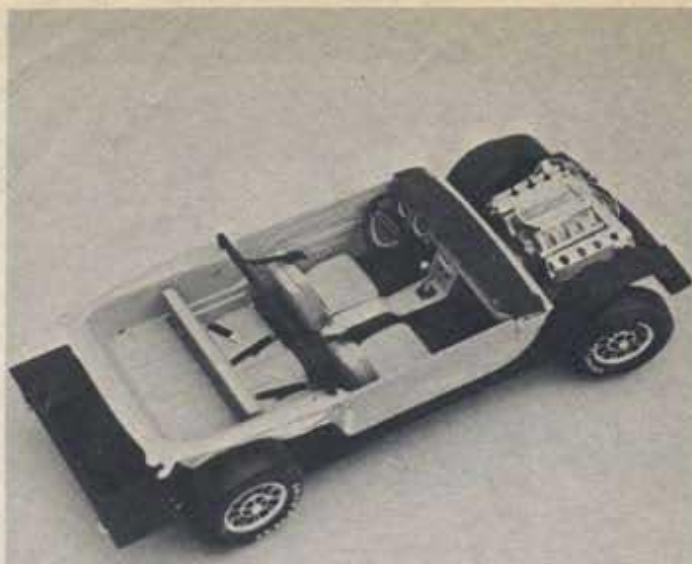
12) Finished interior sports a cloth shoulder harness and a tan interior that closely resembles the interior offered by Shelby himself.

13) SOHC engine really fills up the engine compartment. Regular and heavy duty sewing thread are used to detail this wild engine.

14) Our Cobra is deep Candy Blue. This was done by first spraying the body parts solid blue and then a coat of Natural Pearl. AMT's Oriental Blue was sprayed over the pearl for a great finish. The contrast between the blue body and the flat tan interior is an excellent combination. Pactra's Chrome Silver provides the chrome.

15) Exhaust tips are aluminum tubing which has had the inside wall thickness trimmed down. These were glued to the stock plastic exhaust system.

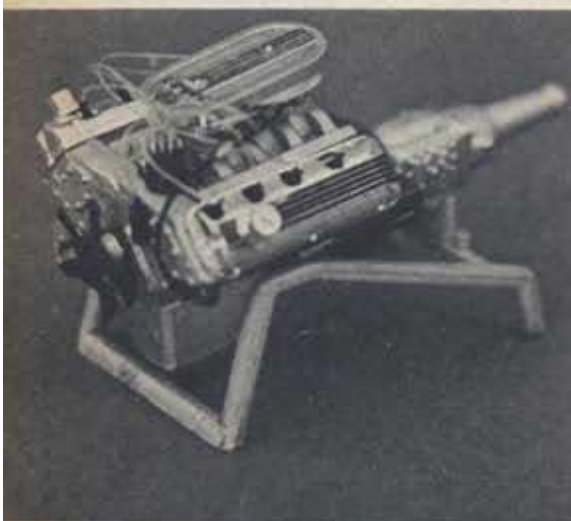
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11



15



14



"Rapid Robert" shows you the quick and easy way to Kut a Kustom Curve

WHEEL WELLS— PLAIN AND FANCY

By Bob Paeth

1) Place the tire and wheel you are going to use against the fender and trace around it with a pencil.

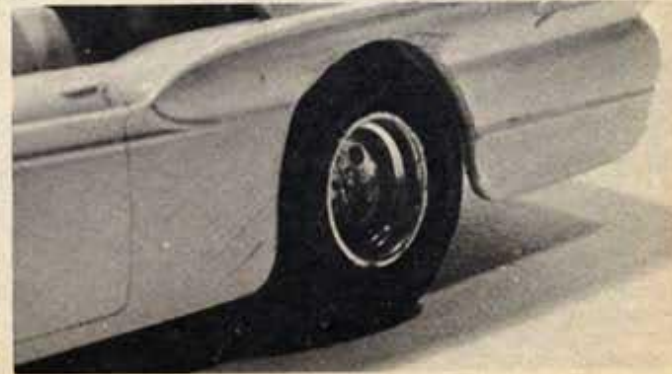
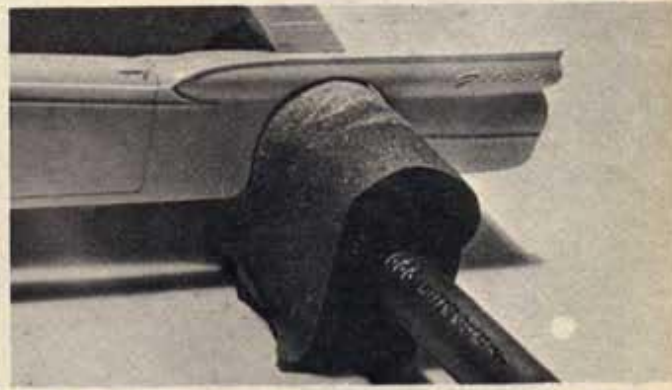
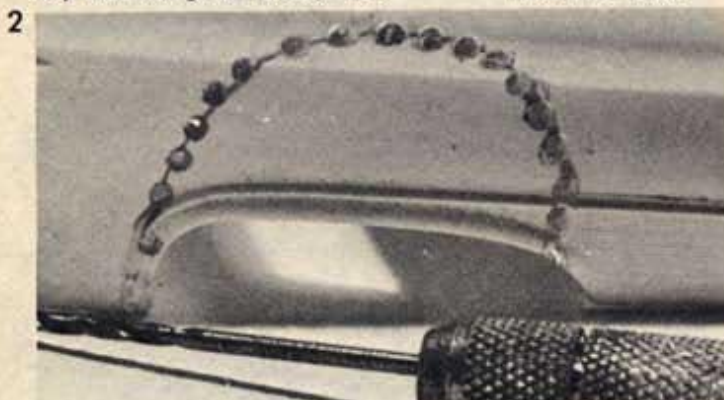
2) Take a pin vise and a small bit and bore holes right on the line, close together.

3) After drilling all of the holes, snap out the fender piece and try the wheel and tire for fit. If you want *plain* radiused wheel openings, eliminate step four and go on to step five.

4) For fancy wheel openings only, "wipe" the edge of the wheel well with a wood burning tool; pulling toward you as you follow the curve. Note the "lip" that the tool leaves.

5) Wrap a round object, the size of the opening, with medium sandpaper and revolve it until the plastic is smooth. A socket with a short extension was used here.

6) Prime and wet sand with fine sandpaper until smooth. The lipped "Fancy" wheel well is on the left, and the "Plain" wheel well is on the right. Take your pick.



MODIFYING THE HOME SET CARS



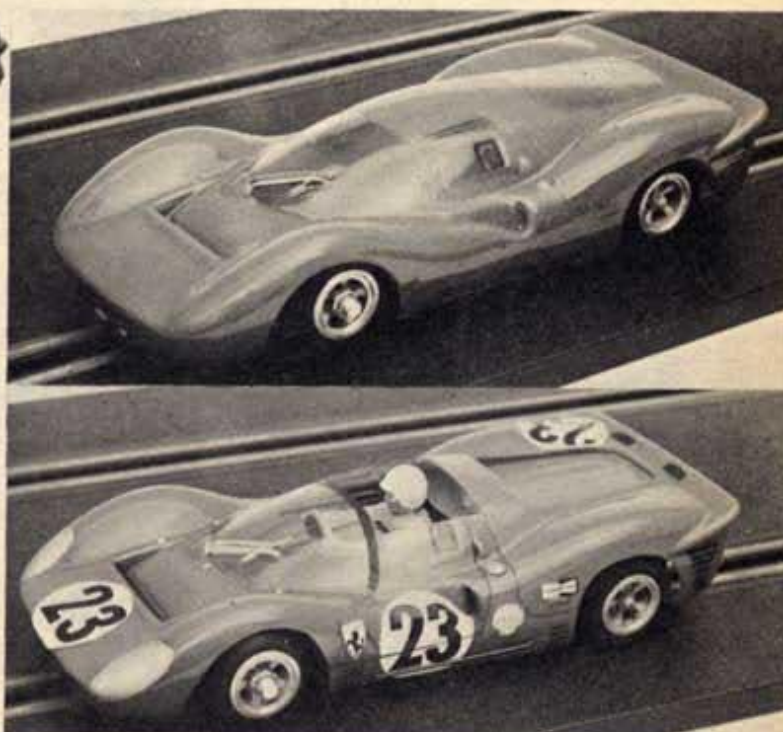
Improving the latest 1/32 Cox cars for more looks and performance

Cox is now offering their "Lil Cuk" style "Iso Fulcrum" chassis with *scale* clear-to-plastic bodies on a modified, ready-to-run chassis. Four cars, a Lola T-70 Mk. III, a Ferrari P4, and a Ford MkIV are offered in the new group of cars called the "1/32 Daytona Continental Series" by Cox. Each of three cars share the same chassis with only the body style differing. The bodies are mounted and painted. Decals for both numbers and sponsors are furnished so the modeler can apply a number to match his favorite full size car. Each car is \$9.98 rtr.

The detailing of the bodies is as good as can be expected in a pre-painted body, which is a way of saying it will be well worth your while to add extra detail touches with knife, paint brush, and decals. The chassis can also benefit from a few personal touches by a careful modeler. Cox is also offering the chassis from the

"Daytona Continental Series" chassis, less motor and body, as a kit, #4160 at \$4.50. You can add a plastic body of your choice, and a Revell SP-40, Cox TTX-50, or Monogram X-88 motor (about \$2.75) to make your own complete kit for between \$8.65 and \$9.25. The Cox ready-to-run cars do not include a driver.

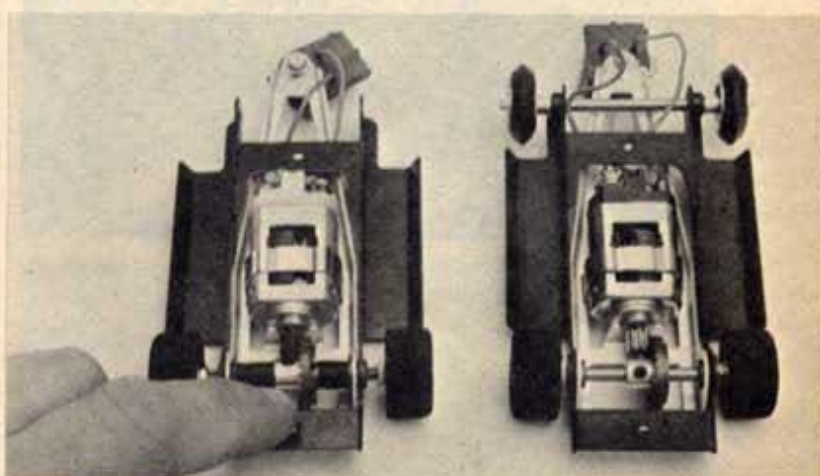
We would recommend purchasing the same body as is on your car from Lancer to obtain both a driver and an interior. The Lancer interiors are a perfect fit inside the bodies furnished with these Cox cars. The chassis changes are minor, but highly recommended to improve both appearance and performance. The photos and captions tell all you'll need to know to make your Cox 1/32 scale ready-to-run a winner in both appearance and performance on any home set track.



Cox car is ready-to-run right from the box. Body is painted but lacks decals (furnished with car). Unfortunately the chassis wheelbase is too short for any of the three bodies. Note these "before and after" shots.



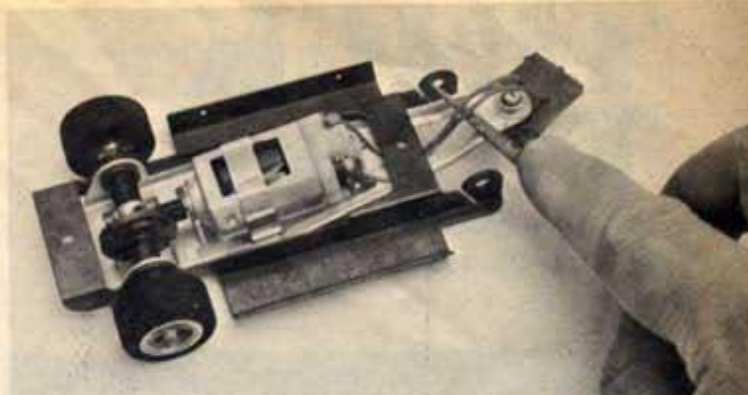
Remove the rear axle and wheels using an Allen wrench for the gear and Cox's wrench for the wheel nuts. Bend each side of the frame to an exact 90° angle to align bearings.



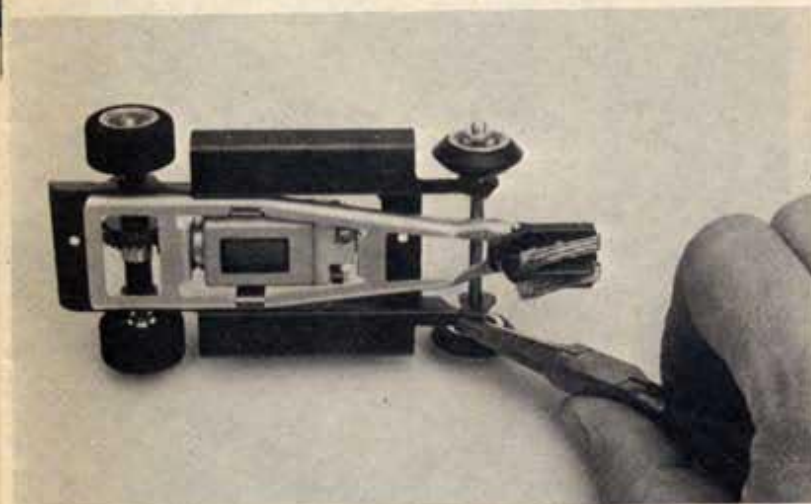
Wheel spacers (10¢ from your dealer) are added to adjust gear clearance inside the frame rails after the bearings are reversed so the flanges are on inside of the frame. This gives far better gear adjustment than the stock Cox car.



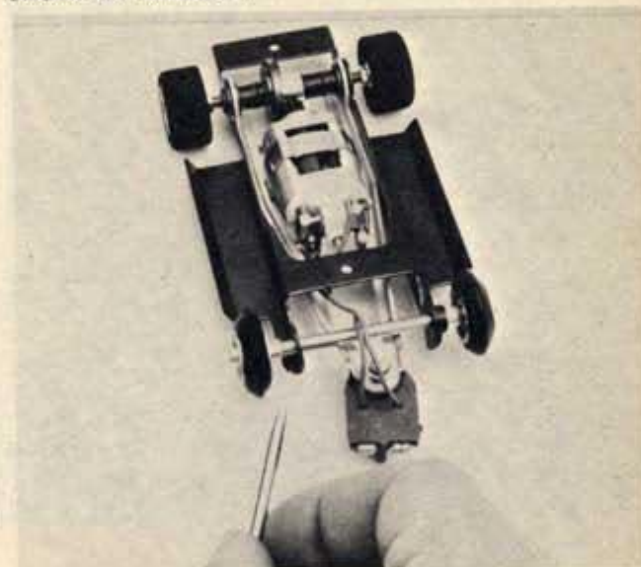
Remove the front wheel and axle using the Cox wrench. Cut only to the bottom frame flange behind each axle hole with a hacksaw or razor saw.



File the top of the aluminum portion of the frame to clear the axle and to allow the front wheels to rest on the track surface. Use a piece of your home set track to check the wheels.



Front of the black frame is bent down and forward to increase the wheelbase about $1/8$ ".

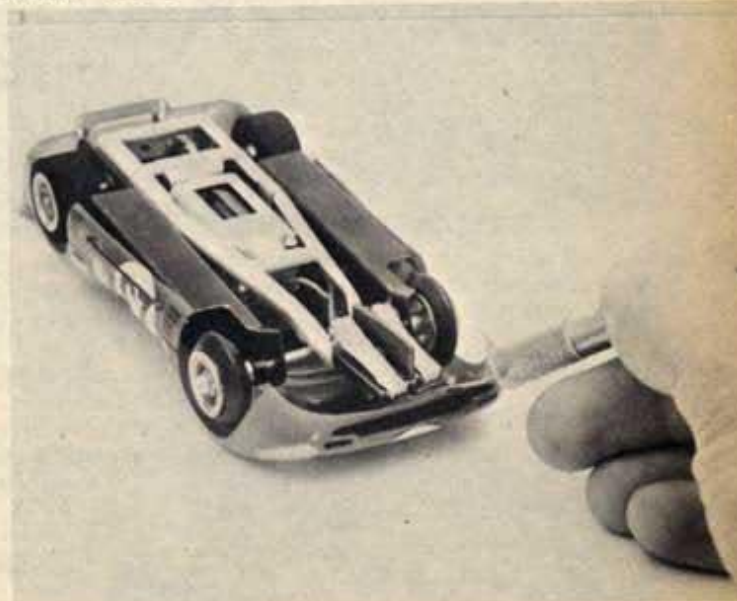


Two $1/32$ " wheel spacers replace the two stock $1/8$ " wheel spacers on the front axle to allow about $3/16$ " of side play in the front axle. This allows the front wheels to ride out similar to the "Pan" chassis in this issue.



Top of the roof and rear window are removed to reduce "top" weight and to nearly match the actual Ferrari P4 roadsters that ran at Daytona in 1967.

Scoops and grille are "opened" by painting them flat black. Headlights are silver. Interior and driver are from a Lancer P4 body.



Front lower edge of the Ferrari body is trimmed to clear the swing of the pickup shoe. Trim only a sliver at a time until the pickup clears.

TRICK TRIKE

Would you believe a
Corvair-engined three-wheeled bike?



Master stylist Tom Daniels sketched a wild three-wheeled chopper about a year ago, which resulted in this fully operative bike that appeared recently on the cover of CYCLE GUIDE magazine.

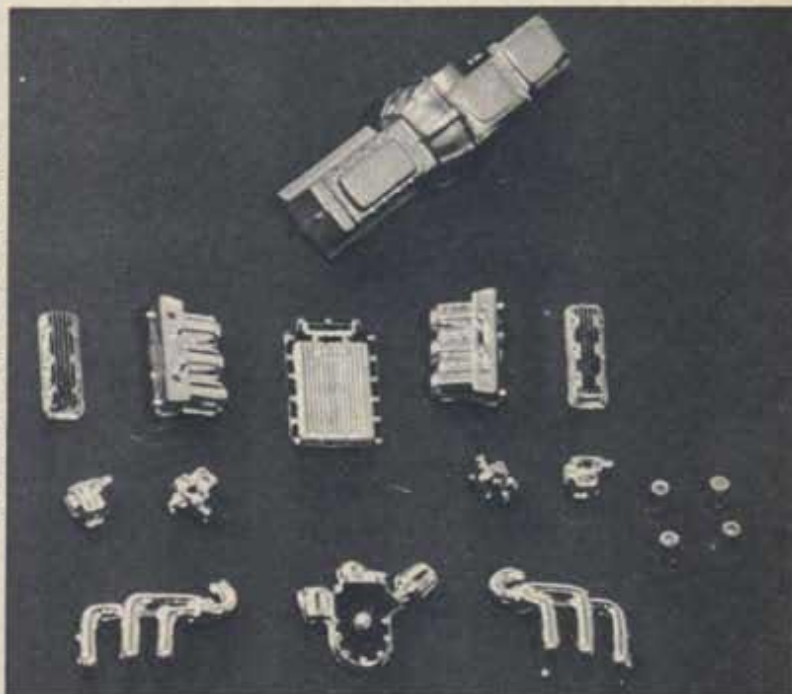
courtesy CYCLE GUIDE magazine

By "Brick" Price

Every so often a new design concept comes into being and stirs the imagination of the masses. The Corvair was just such a vehicle with its rear-mounted, air-cooled engine. It didn't take long before the engine started appearing in Volkswagens, dune buggies, glass "T's" and, probably the most awesome use found, motorcycles.

About a year ago, Master Tom Daniels sketched a wild, three-wheeled chopper using the Corvair engine. It reappeared this year, fully operative, on the cover of CYCLE GUIDE magazine. Even though this machine is completely street legal, it will do wheelies as long as the wick is kept on. This is it! Finally, something wild and really different. Funny Cars have been getting to be a drag anyway (no pun intended).

* Indicates that kit assembly instructions should be followed except where specified.

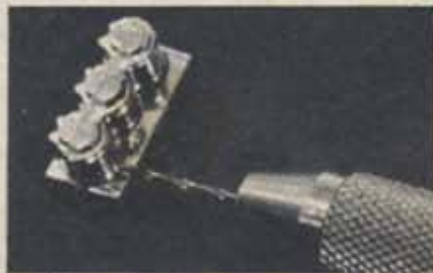


Here are all the engine pieces you'll need from the Corvair kit.



The tab at the rear of the engine and the peg on top must be removed and sanded smooth.*

The cylinder locating holes on the right side of the engine are elongated forward to give the cylinders clearance in the frame. Don't go too far or the holes will show. Now paint the unplated engine parts and set aside to dry before continuing.*

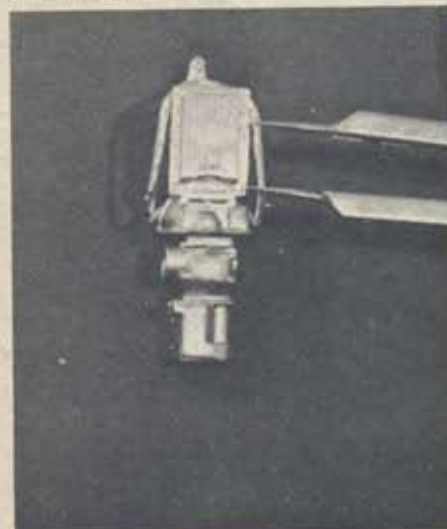


If you're going to wire your engine, then now is the time to drill the spark plug holes. 1/16" behind the manifold is about right. The carbs should also be drilled and the throat hollowed.

The Official Voice of NAMRA-HOCCI



Carefully cut the oil filter from the front cover.



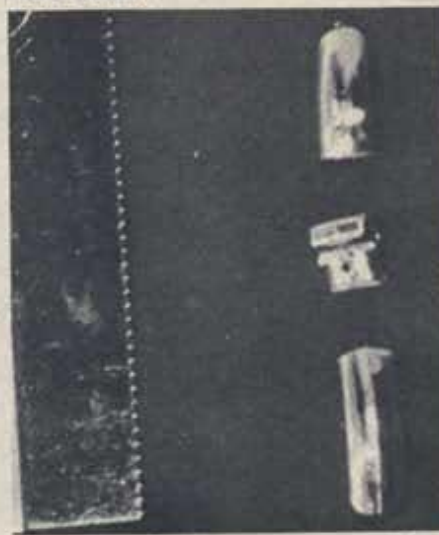
Glue two small pieces of plastic sprue to the engine and frame in the positions shown.

Remove the front brake backing plate from the forks.



Sand the distributor smooth, drill three holes through and paint the cap black to simulate a magneto.

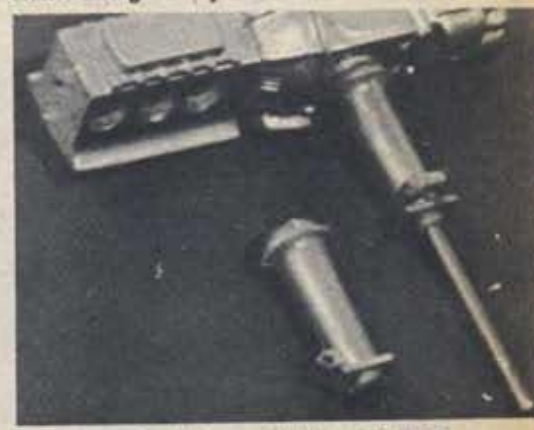
The frame gets stripped of everything except the fork tube, down tubes, and main frame.



Cut the front and rear portions of the front fender off, as shown. Assemble the entire front end using any brakeless motorcycle wheel (most dragsters use them).*



Gently squeeze the engine into the frame, but don't glue it to anything yet. Cut the frame tubes at the point shown, bend the tubes in to meet the frame and glue in place.



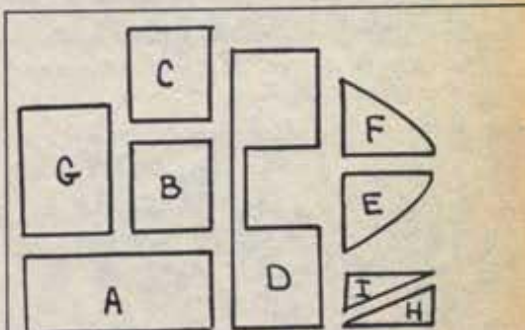
File the axle halves until they fit flush in the transaxle housing. Drill a snug hole for the metal axle. Check the alignment before the glue sets or the wheels won't rotate.



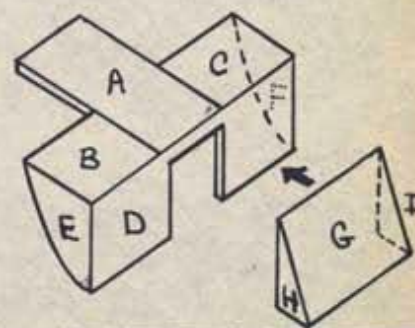
File the wheel rim flat on the face and glue chrome beauty ring to the outside. Before the glue sets, check the fit to the tires you'll be using. Press the completed wheels onto the metal axle. Now it almost looks like a motorcycle!

PARTS LIST

Engine, headers, carbs, bucket seats, headlight and mirror—1965 through 1968 Corvair or Astro I by AMT
Rims and knock-offs—Aurora Custom Car Parts or Revell XKE
Axles and brake drums—Revell Custom Car Parts or ALA Kart by AMT
Tank, frame and forks—Revell BSA motorcycle kit
Front wheel—AMT Wynn's Jammer
Handlebars—Harley by Revell
Rear Deck—.040 inches sheet styrene
Front foot rests—Scrap plastic or brake pedals
Rear foot rests—Any grille piece
Gas cap—Dodge Charger by MPC
Exhaust—Scrap sprue
Tires—MPC Wide Ovals



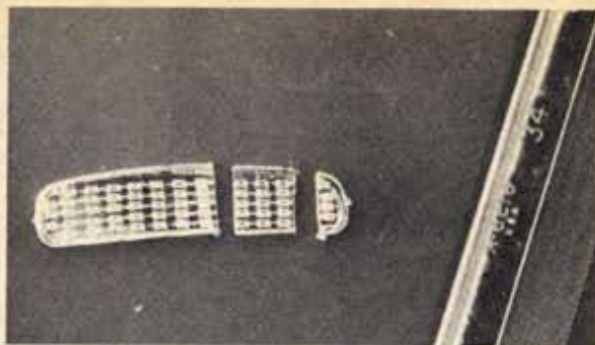
REAR DECK ASSEMBLY



Cut a sheet of .040 sheet styrene using the template provided. Glue all the pieces together and smooth out joints with body putty.



Cut away the dark areas (shown here) of all three bucket seats. Glue them to the rear deck you just finished and paint the whole works. The pleated area of the seats should be a complementary color to the rest of the trike. Glue the entire assembly to the trans-axle housing.



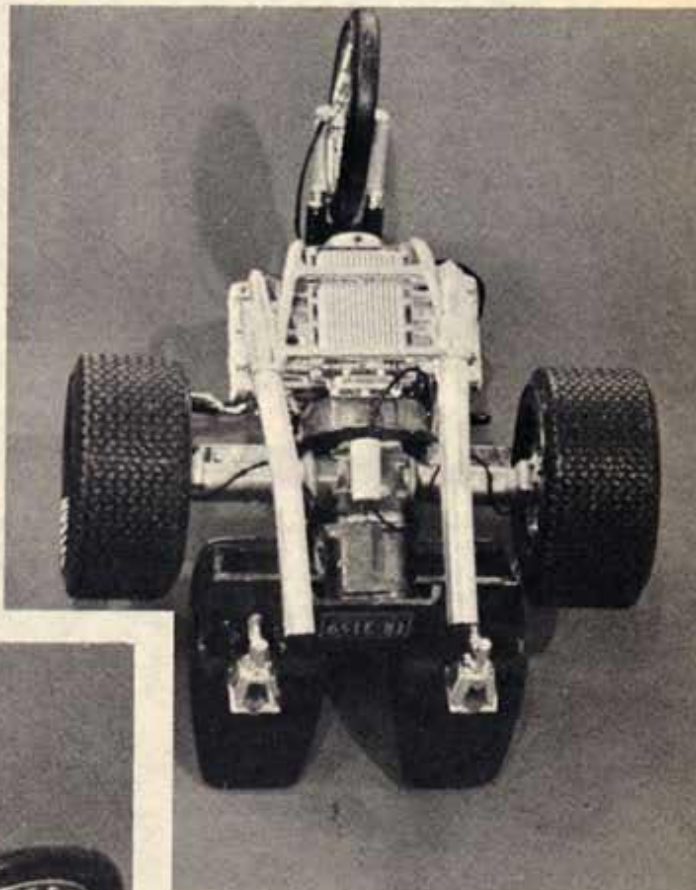
You can use any grille piece as a step board for your passenger seats. Cut as shown and glue to the tops of the axle housings. Smaller pieces can be used for the driver's pegs which fit under the tank.



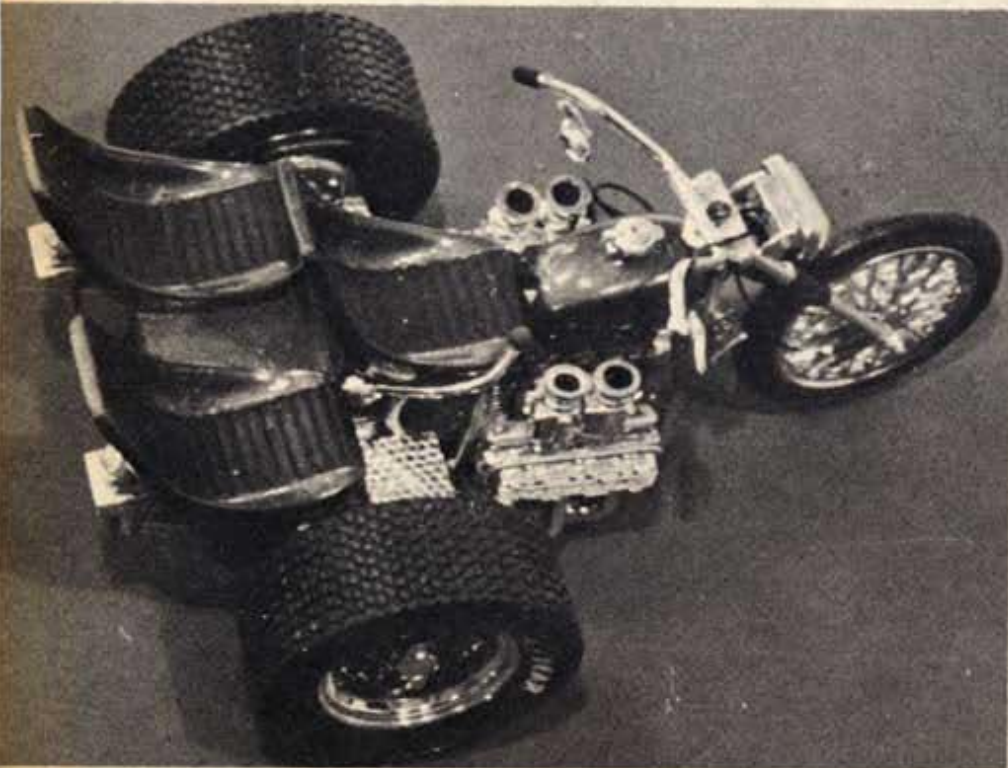
The stock tank can be used or smoothed out as shown.



Cut the headers at the first bend and the tip as shown.



Locate headers to the cylinders. Chrome sprue is cut to suit your own taste and used as exhaust pipes. Tail-lights used here are from the Surf Woody kit, but any type can be used.



Now all you need to do is hook up the wiring using thread and contact cement. You can easily alter the appearance of the trike by using different seats, rims, tires or taillights. A good addition would be the wheelie bar from the AMT AMX kit.

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DON EMMONS'

DETAIL FOR REAL

CHROME IT

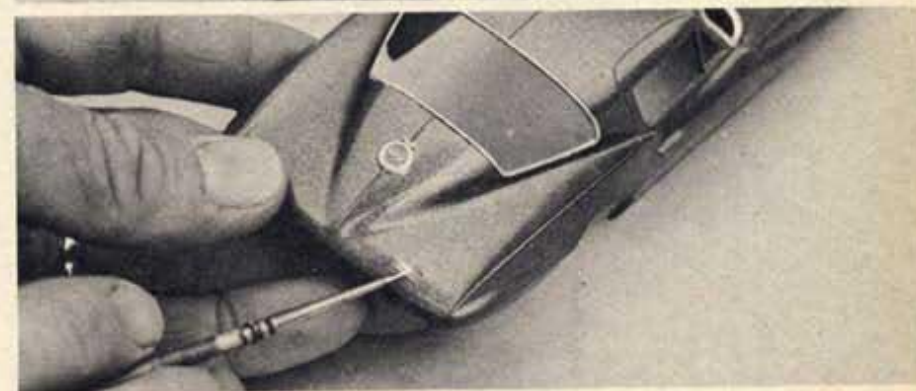
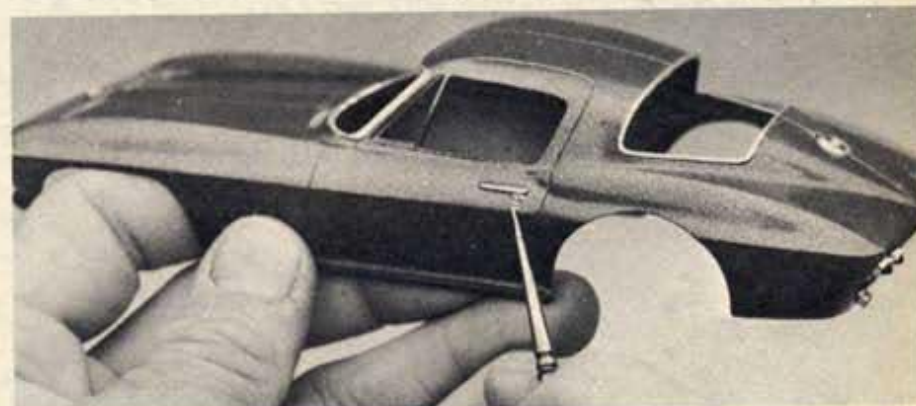
1) Fine detail is very important to a model. To add these chrome details use a small brush and Pactra's Chrome Silver paint. Put a very small amount of paint on the tip of the brush and pull the tip along the raised area.

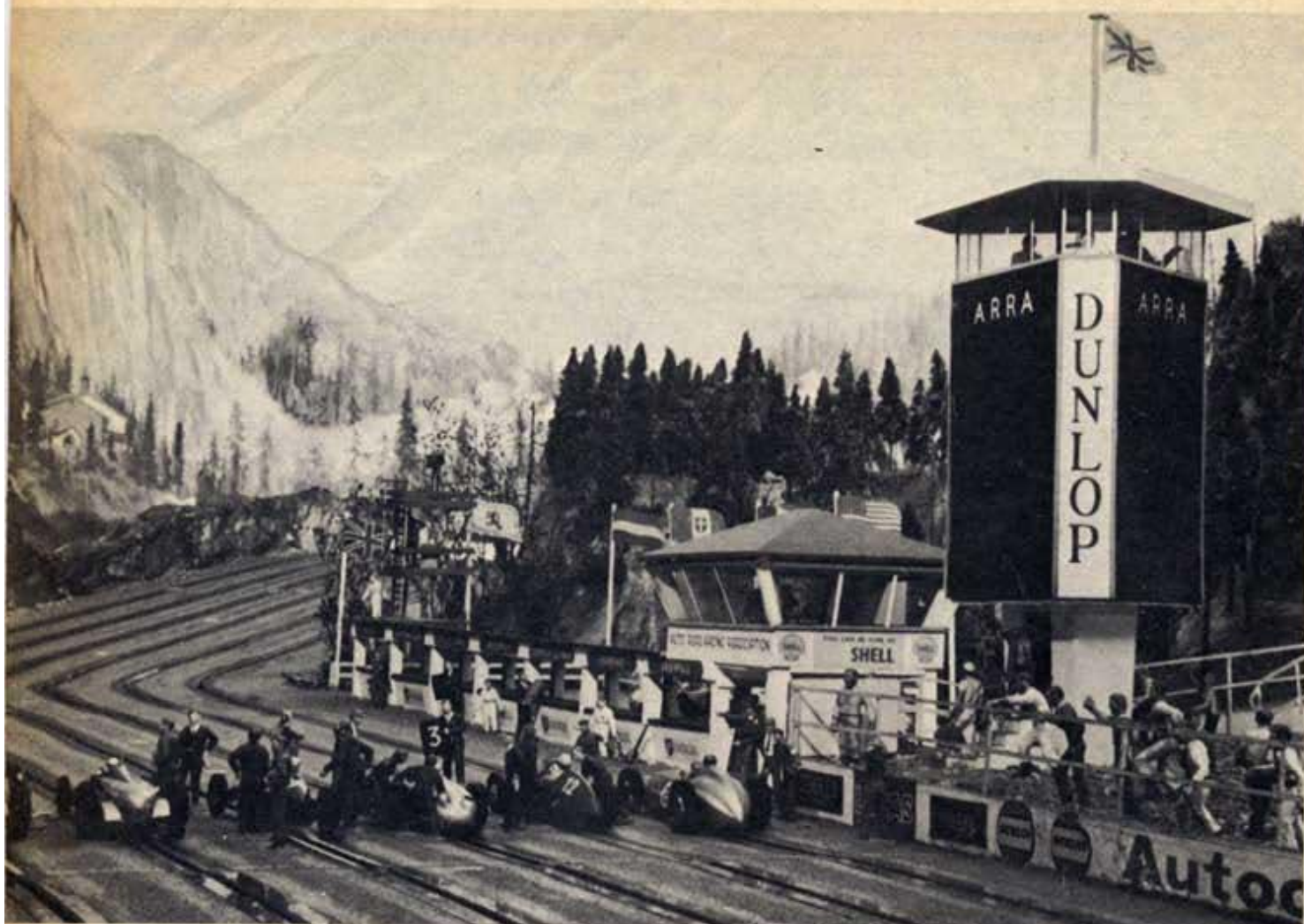
2) The door handles should be painted chrome. And don't forget the small round lock below the handle.

3) Any other raised area on the body can be chromed by sliding the brush over it. This gives the top surface a covering of paint without letting it run down into the recessed area.

4) Lettering is probably the hardest to do. The trick is to hit just the top edges of the letters without letting paint flow down to the body. If you use just a tiny amount of paint and slide the tip of the brush over the letter, it works like a charm.

5) A seemingly small detail like chromed window frames and other chromed areas really makes a model outstanding. Try this "chroming" trick—you'll never again feel your model is complete until you have added this detail.





HOW TO DESIGN A SLOT TRACK

Tips and plain talk about home raceway construction

There's something particularly satisfying about racing on a slot car track which you have designed and built yourself. The MCS staff is made up of do-it-yourselfers, and they will testify to this statement, to a man. Ray Hoy, our flinty-eyed editor, and an ex-Midwesterner, has personally built enough slot racing tracks in the last five years to outfit an army of home racers, as has George Siposs, Jose Rodriguez, Jr., Robert Schleicher, et al. They design and build them because, by doing so, they get the maximum amount of enjoyment out of the sport. You can, too.

Why build a track? Well, frankly, if you have a good commercial track nearby (one that you can rent track time on) it may not be worthwhile to build one! You must consider your own needs. If you're a once-in-a-while racer, it's probably cheaper to just pay the track rental when you get the urge to race, and buzz around until you get your fill of racing. However, if you suddenly find yourself in a town with a commercial track that has gone out of business, or if you like to race actively (three or more times a week) and can't stand the expense of renting that much track time at a

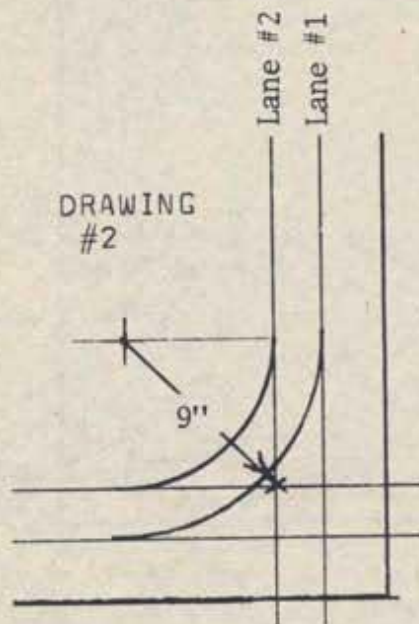
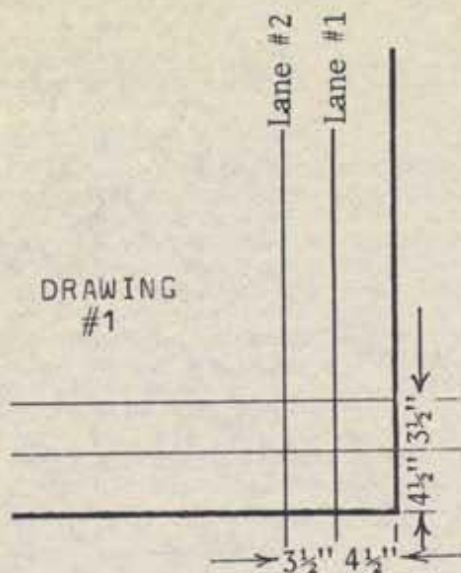
local commercial raceway, it could just be that designing and building your own track is the way to go.

Slot cars come in three sizes, the largest being 1/24 scale, the smallest HO (1/87 scale), and the intermediate size, 1/32. This article will deal with designing a track for both 1/32 and 1/24 cars. We'll show you how to design and build an excellent HO scale track in the very near future.

First things first. How much space do you have for a track? Be realistic, now! If you're an apartment dweller, HO scale is probably your cup of tea, as a really elaborate HO track can be designed to fit into a very small space. If this is the case, glean what information you can from this article, and sit tight for the HO track article coming up soon. If you have a garage or basement, or a game (family) room, you're in! A good 1/32-1/24 scale track doesn't take up much room if you're designing for a specific area (such as the corner of a garage), yet you can, with a bit of imagination, end up with a very challenging track.

Home slot car tracks are commercially produced by manufacturers such as Revell, Monogram, Strombecker,

Home raceways can be as big as you like, especially if you join forces with other enthusiasts and start a club. A club track, though obviously expensive, is easier on the individual pocketbook because everyone pools his resources and pitches in to help. This is real racing!



We recommend that you order "The Art of Track Building" from Rayline Slot Racing Company, P.O. Box 1738, Thousand Oaks, California 91360. The price is \$2.00, plus 50¢ handling. Included is a book showing step-by-step track construction photos, and a dozen scale track plans, for two, three and four lane tracks, plus a wiring diagram.

Eldon and others. These are made of snap-together pieces of plastic track. The sets come with cars, track, hand controllers and a power pack. They're great for those occasional get-togethers, as they can be set up in minutes, and disassembled quickly after the racing is over. And they can be easily modified to suit the most discerning "pro" home racers, too, as we have proved in the past few issues of MODEL CAR SCIENCE. Check the August, Sept., Oct. and Nov. issues for the series of articles titled "Build The Ideal Home Slot Track." Back issues are available for 50¢ each from the Back Order Dept. MODEL CAR SCIENCE, 131 Barrington Pl., Los Angeles, California 90049. These articles deal extensively with how to convert a plastic track to a "pro" home racing track, suitable for the most sophisticated club racing.

You can also "scratchbuild" a slot racing track, which is a bit more work, but very rewarding. When you scratchbuild a track, you have a "free hand," and you're not limited to someone else's design. This article is not intended to show you how to actually construct the track. We're more interested in the design aspect, probably the most important phase! After all, even if you do a superb job of carpentry when you build the track, what good is that if the design you worked from was poor? The end result would be a superbly constructed, poorly designed track!

Here's how you actually design a track on paper. To simplify things, let's say you have room for an eight foot x four foot table. For a table this size, you should have actual space measuring at least ten feet x six feet, because there should be a minimum of one foot of space on each side of the table in order for you to get around the outside of the track. Never design a track with inaccessible areas. If a car spins off on a corner, and the table is so wide at that point that you can't reach it, you're obviously going to be a long way behind before you can get your car going again. Plan ahead!

Start with a large sheet of paper, a simple compass, a ruler and a plastic triangle, all of which can be purchased in any dime store. Scotch tape the paper to a kitchen table, or anything smooth.

If you draw the plan to scale you can see exactly what the finished track will look like, and know everything will fit on the real table, just as it should.

A word of advice: If, after you have spent several hours drawing a favorite design you find you don't care for it, don't hesitate... THROW IT OUT! If you don't like the layout on paper, chances are you won't like it when it's finished, either! It takes a lot more work to actually build it than it does to draw it on paper! Keep drawing until you find exactly the one you want.

The simplest scale to use, especially if you are not used to drafting, is one inch equals one foot. A half-inch then would equal six inches, a quarter-inch would equal three inches, etc.

Draw a rectangle on the paper, exactly eight inches long and four inches wide. This represents your table. The lines for the slots will be drawn in this rectangle.

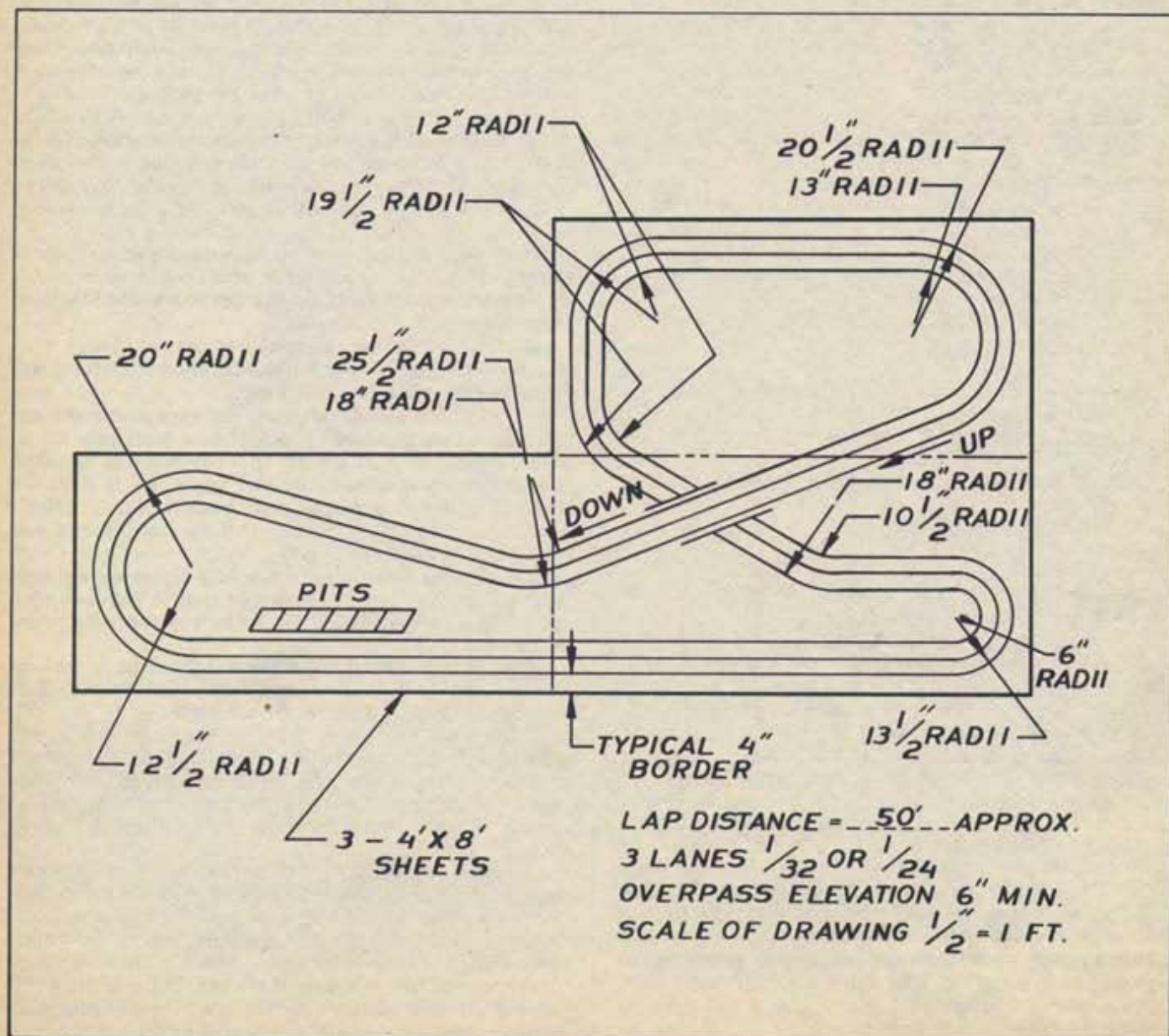
Allow four and one-half inches from the outside slot (the one nearest the edge of the table) to the nearest obstruction. If you want the slots to be four inches or more apart, it is all right to do so. The minimum measurement should be three inches from the center of one slot to the center of the next.

To draw a simple straight along the bottom of the board, measure four and one-half scale inches (three-eighths actual inches) up the left and right edges of the rectangle and make a small dot. Use a ruler to draw a horizontal connecting line through these two dots. That line represents the outer slot (the slot nearest the edge of the table) which we will call lane number one. To draw in lane number two, measure three and one-half scale inches up the left and right



A home raceway can be built on one four feet x eight feet sheet of particle board or similar material. If it's designed right, as this one was, you can have a magnificent raceway in your own home for just a few dollars.

This three-lane home raceway plan (courtesy Rayline Slot Racing Company) was designed by following the procedures outlined in this article. Many designers install a "crossover," as shown here, to make each lane equal in length, but a crossover is not needed (which simplifies track construction) if you run your races right. For instance, start the race and run for five minutes (or ten, or whatever length of time you determine) then shut the power off. Move the car on lane one to lane two, the car on lane two to lane three, and so on. If it's a three-lane track, the car on lane three moves back to lane one. Race another five minutes, then shut the power off and move the cars to the next slot. Continue doing this until each car has raced on each lane an equal number of times. At the end of the cycle, all cars will have traveled exactly the same distance.



edges of the rectangle, starting from the line that represents lane number one. Make two dots as you did before, and connect them with another horizontal line. Lane number two is finished. Do the same with lane three, four, etc.

If you want to draw in the edges of the road, measure another four and one-half above the horizontal line representing the final slot. Make two dots and draw in a horizontal connecting line. This line represents the inside shoulder. Actually, only the slots need be drawn in, but you can draw the shoulders if you wish. Perhaps it will help you to "see" the track shaping up.

Now erect a short vertical straight up the left edge of the rectangular table. It is as simple to make as the bottom straight. Start from the lower edge of the table and measure four and one-half scale inches to the right and make a dot. That is vertical lane number one. Measure three and one-half scale inches to the right of lane number one and make another dot for lane number two. Continue this for as many slots as you intend to have in the design.

To draw in the shoulder line, measure four and one-half scale inches to the right of the final slot. Make a dot.

Now do the same at the top left edge of the paper and then draw vertical lines through all dots. You now have a short straight up the left edge of the table, and a long straight across the bottom. See drawing number one.

To put a curve in to connect the vertical and horizontal straights, start at the intersection of the horizontal and vertical lines that represent the inside slot. To make a curve with a nine inch radius, measure nine scale inches to the right of the intersection (along the inside horizontal slot) and make a dot. Now measure up the inside vertical slot nine inches, starting from the intersection and make another dot.

Erect a vertical line, starting at the dot that you placed on the inside, horizontal slot. Now draw a horizontal line out to the right, starting from the dot that you placed on the inside vertical slot. Where these two drawn lines cross is the pivot point for your nine inch radius curve. See drawing number two.

A curve of any radius is drawn in the same manner, except the distance from the pivot point to the slots is different.

Believe it or not, the simple steps you just went through are all you need to know. Take it from there, and design the track of your dreams. It's easy, and fun!

Our mail tells us a lot about the common problems that are encountered by our readers after they decide to build a track. A short question and answer session should help clear the air.

Q. I want to build a custom slot track. How many lanes do you recommend?

A. At least three lanes. The majority of the plastic snap-together commercial slot tracks sold by Revell, Monogram, etc., are two-lane, but you'll find it much more fun if you go to three lanes, and even four, if you have the room. After all, it's more fun racing two or three other guys, than just one!

Q. What kind of track conductor should I buy?

A. There are three kinds available; aluminum and copper tape with adhesive backing, and woven wire braid. The tape, thanks to its thinness (about .003 inch) can be laid right on the track surface, since it's not high enough to "trip" a car. Braid, however, is approximately .020 inch thick, so it must be recessed flush with the track surface. This requires a special routing operation. We recommend 3/16 inch wide, heavy duty copper tape. In order of cost, it's braid, copper and then aluminum.

Q. Where can I buy track conductor? No hobby store in my area sells it.

A. The mail order houses carry it. Try Auto World or Discount Hobbies. They both advertise in MCS.

Q. What kind of power supply should I use?

A. A 12-volt car battery is ideal, since it provides the "purest" 12 volts of direct current voltage imaginable. Pick up a good used one at a gas station for one or two dollars.

Keep it charged between races with an inexpensive "trickle" charger, available at any automotive store. DON'T race with the charger still connected to the battery. DON'T charge the battery in a room that is not properly ventilated, as it will give off fumes during the charging process. A conventional 12-volt slot car power supply will work, too, but it can't supply as much current to the car motors as a battery can.

Q. How big should I make my track?

A. The minimum size for a 1/32-1/24 scale track should be four feet x eight feet. As far as the maximum size goes, well, that simply depends on how much room (and money) you have.

Q. What is the best material to use for the track surface?

A. A three-eighths inch thick particle board. It cuts and bends easily, yet you can patch it readily if you make a mistake, with wood putty and sandpaper. Three-eighths inch or thicker plywood can be used too, but you'll break a lot of router bits, as it's hard to cut. One-eighth inch thick masonite can be used, too, if you glue it to a plywood board. Then you can route right through the masonite (the slot must be at least one-quarter inch deep) into the plywood. Masonite offers a smooth, hard track surface.

Q. What kind of paint should I use to paint the track?

A. Conventional non-gloss house enamel works fine. A grey color looks realistic. It will give a smooth, hard surface that a clean tire will grip to very well. Remember, the track surface must be kept CLEAN. That's the secret to getting good adhesion between the tires and the track.

Q. Where can I buy miniature people and buildings for my track? How about trees and shrubbery?

A. Again, try Auto World or Discount Hobbies. Send for their catalogs. You'll find everything you need.

Q. How do I connect the power supply to the track?

A. Buy "alligator" clips at an automotive store. The jaws will clamp over the posts on the car battery. The other end of the clamps have a special fitting to which wires connect. Run the wires to the track and hand controllers.

Q. I want a track with as many tight curves as possible. Do you have a design that you can send me?

A. No we don't, and we wouldn't if we did have. DON'T build a track like this. It's the most boring track to race on imaginable. Try to design a track with a combination of long, medium and short straights, and curves of varying radii. Variety is the spice of life, and that really applies when it comes to racing on a slot track.

Q. How far apart should the slots be?

A. At least three inches but we recommend three and one-half inches if you want to race both 1/32 and 1/24 cars. That's measured from the center of the slot to the center of the adjacent slot. The width of the slot must be at least one-eighth inch wide by one-quarter inch deep.

Q. What kind of router bit do I use to cut the slot?

A. A one-eighth inch straight-face router bit, available at most hardware stores.

Q. Is there a minimum radius for the curves?

A. Yes, nine inches from the pivot point to the inside slot.

Q. Is a lap counter necessary?

A. If you want to avoid a lot of black eyes, it is! Arguments will surely break out if someone neglects to count a lap in the heat of a race. Every track should have a mechanical or electrical counter capable of counting up to at least 100 laps.

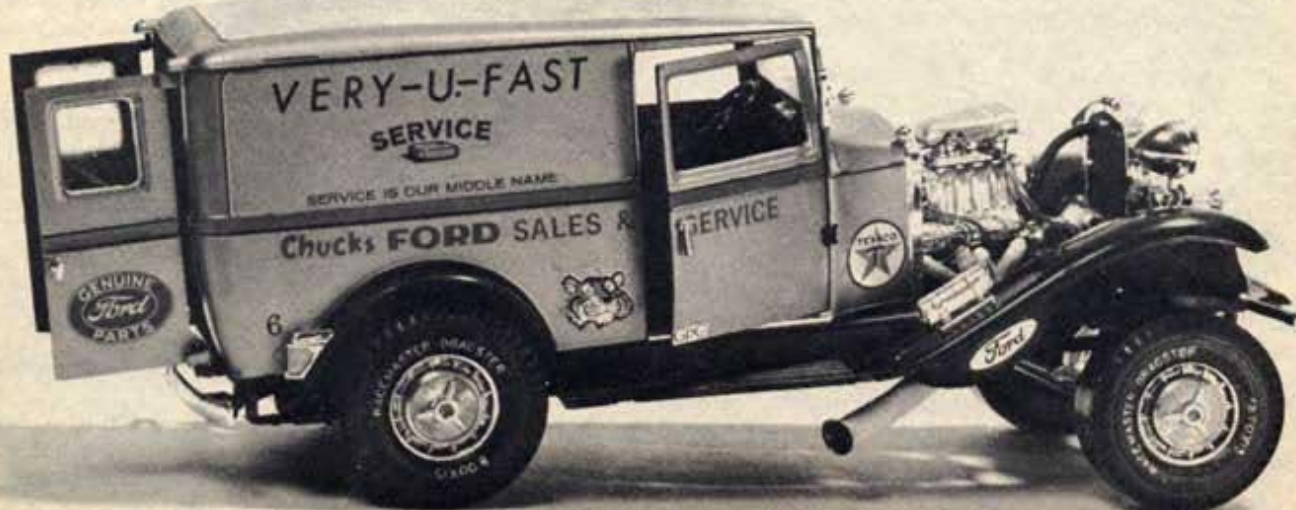
MCS: MODEL OF THE MONTH CONTEST



HOW TO ENTER OUR CONTEST

You can enter any kind of a model you like (train, plane, boat, car, etc.) so let your imagination run wild! Just send one or two sharp black and white (no color please, we can't use it) photographs of the model, and a brief description of what you have done to it. Remember, other readers are interested in what you have done to your model, so be specific when mentioning the parts that you used. Send to: Editor, MCS, 171 Barrington Place, West Los Angeles, California 90049. Sorry, we can't return photos.

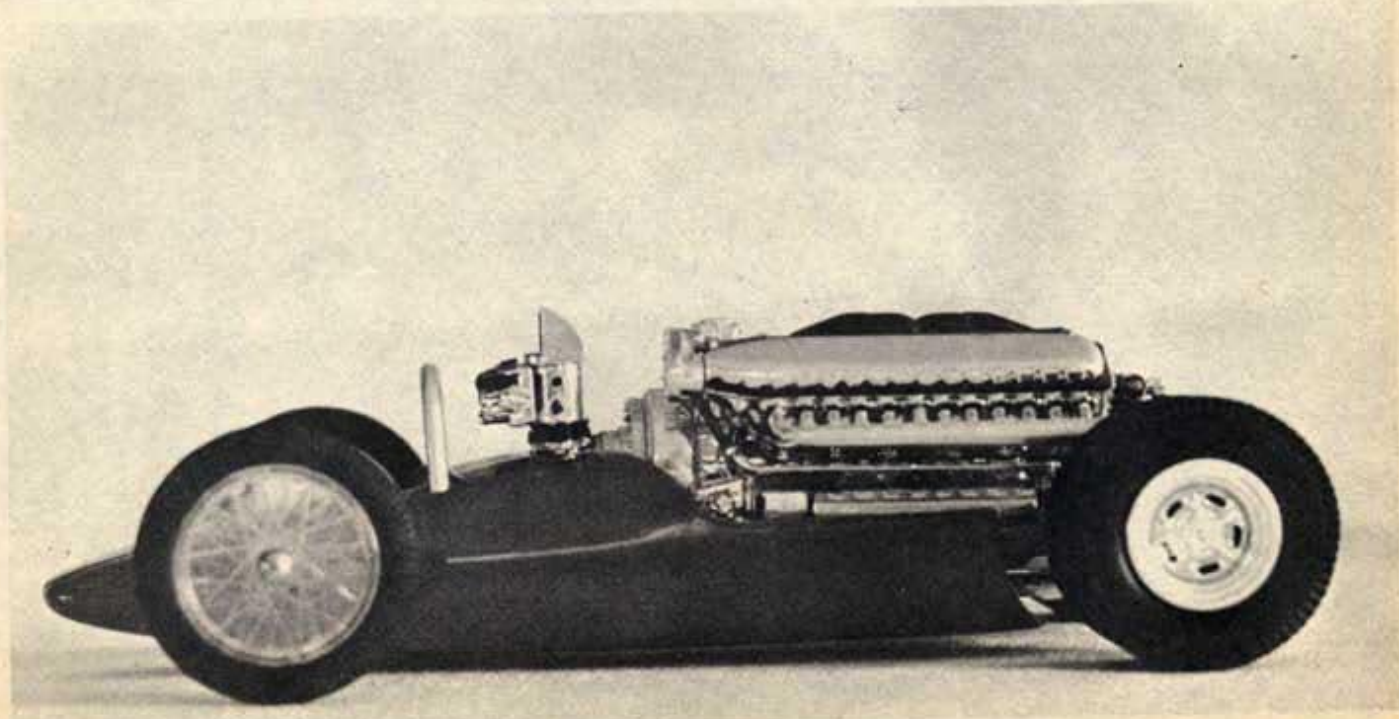
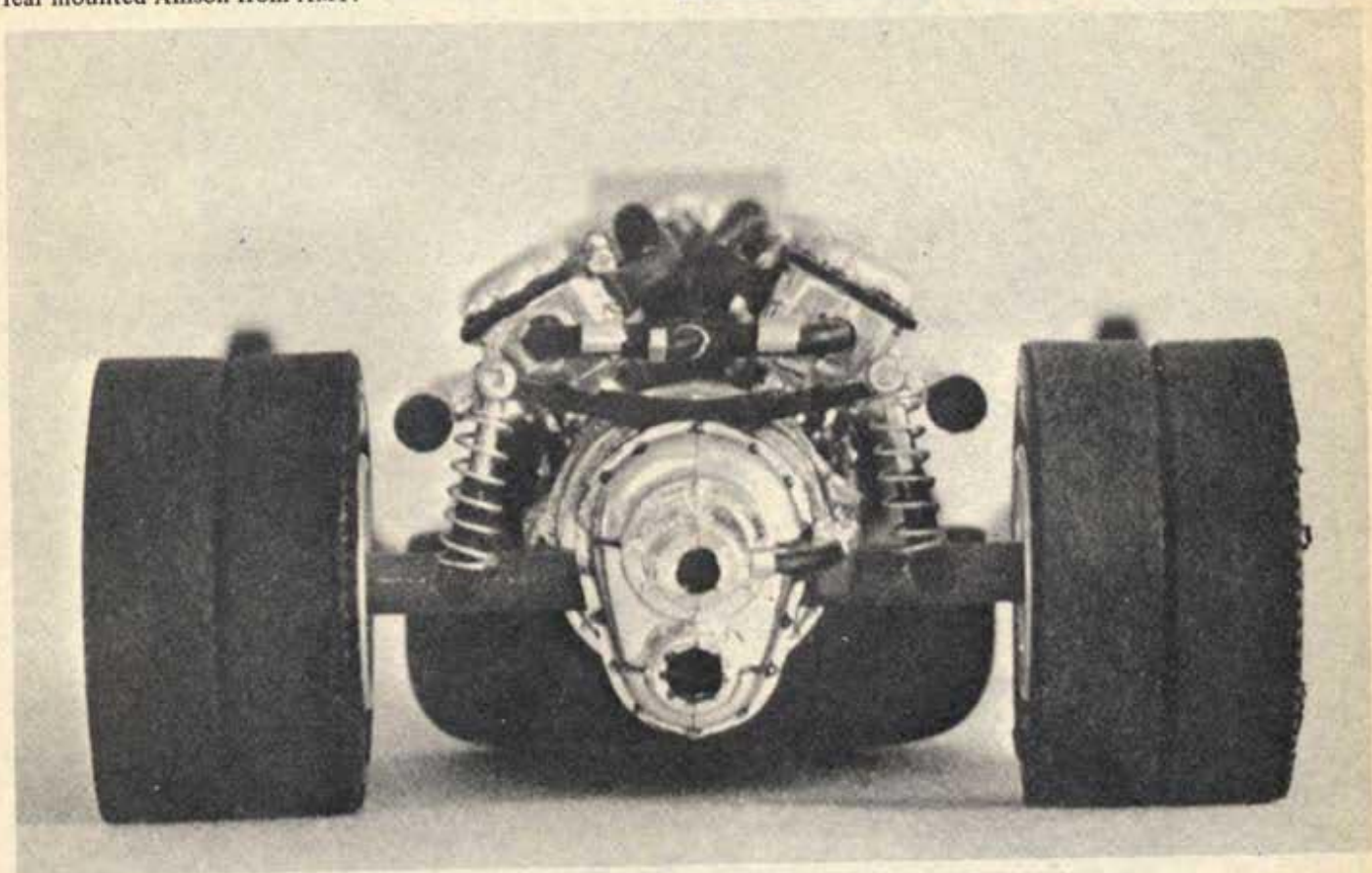
Model of the Month is world wide. This month's winner is Garzi Pier Giorgio of Viale Pellini 31, Perugia, Italie 06100. This wild old panel truck has a fully wired engine and many handmade parts. It features operating light front and rear, all brass suspension system, workable steering system and parts taken from American-made kits of MPC and AMP. Color on this hauler is yellow with red and white strips. Bravo, Garzi.

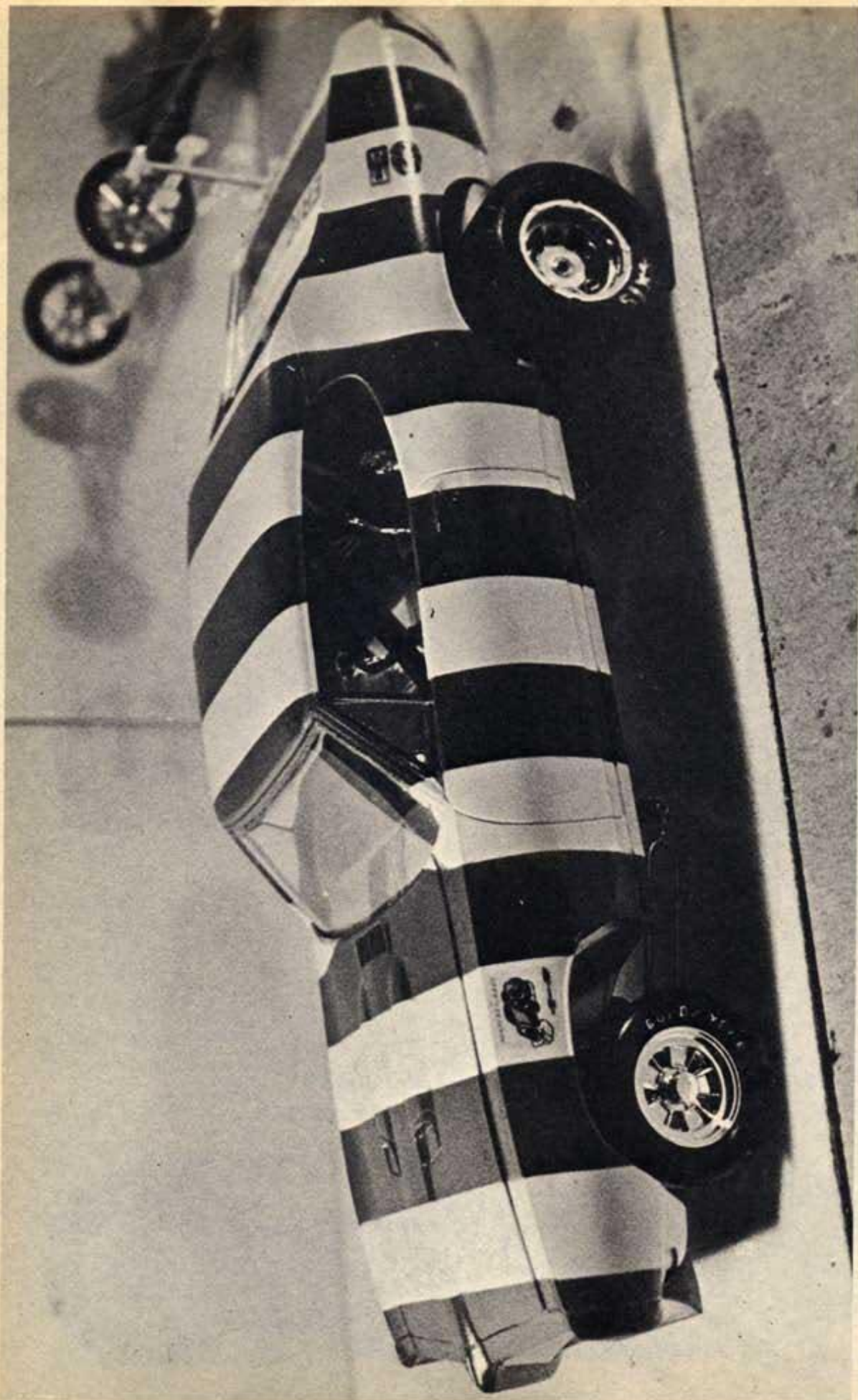


Here is an AA/F that is a real Top Eliminator. Built by Jeff Schaller of 3022 Farnam, La Crosse, Wisc., it was built from a Don Garlits dragster kit and has a fully wired blown 426-inch Hemi for power. This car was given to the top fuel dragster at the Great Lakes Dragway in Union Grove, Wisc. *Fine job, Jeff.*



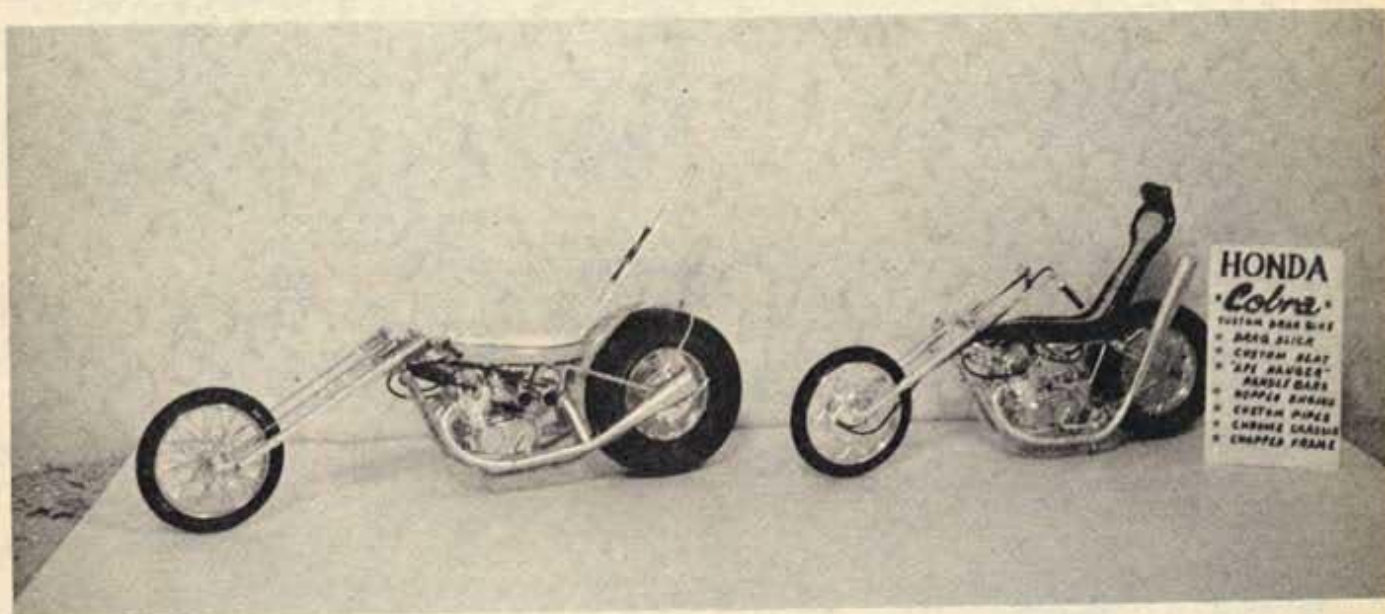
David R. Moore of the U. S. Coast Guard Academy, New London, Conn., built this low-flying dragster from a combination of AMT and Monogram dragster kits with the rear mounted Allison from AMT.





This striped goat (GTO) was built by Clyde Criner III, Elliot Road, Box 40, East Greenbush, New York. The stock frame was cut and narrowed in front and engine was set back to front seat. The wheel wells were radiused to set front wheels forward and sheet plastic was used for aluminum interior. The car body is finished in white and ruby red strips and the cobwebbing on the hood and trunk was done in pactra red. *Looking good, Clyde.*

The Dynamic Duo, built by Kenneth Willis of 235 South Eighth Street, Lexington, Missouri, consists of two super stockers. One, a '68 Mustang powered by a fully wired S.O.H.C. Ford with seven coats of lemon yellow; second, a Barracuda with a 426 Hemi. Paint is sky blue. A real show-and-go machine. *Love those Car Craft decals, Ken.*



Another one for you cycle fans from James R. Newcomber of 304 West Parker, Wachloo, Iowa. This pair of choppers is from the Honda kit and has all wild mods that are in. *A real pair of wild ones, Jim.*

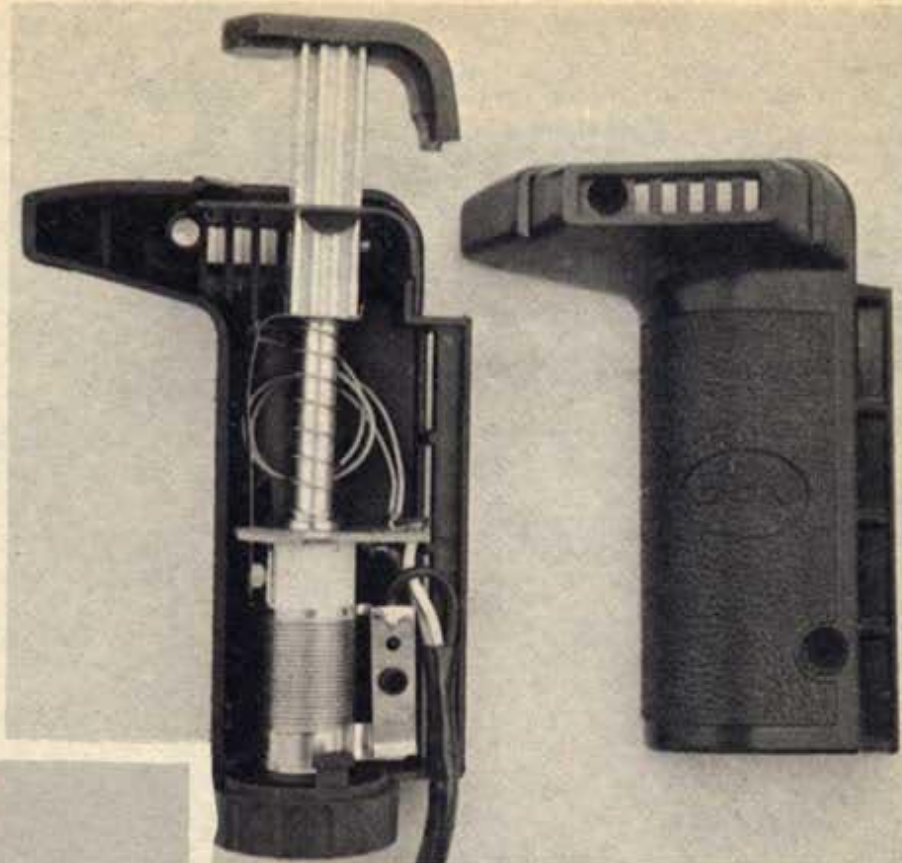


From one of our young readers. John Jorgensen, age 8, of 1921 Beloit Avenue, Los Angeles, Calif., built this very clean 1928 Ford truck from an MPC kit. The body is lowered over the frame and the front hood is handmade of balsa wood and styrene plastic. The colors are yellow and gray. *Keep up the good work, John.*

COX GOES PRO

It's what you'd expect from a Class "A" company!

Cox Manufacturing Company is right in the thick of things at the raceways with their new delightful "Pro" controller. An oversized heat sink keeps the controller cool in the hand, and the plunger gets a smooth ride, thanks to Teflon-coated plunger bearings. The contoured plunger button is easy to thumb. A replaceable fuse wire offers positive circuit protection. The 18-gauge cable assembly terminates in three alligator clips. At \$8.98, we feel it is an excellent buy. Look for it where fine slot racing products are sold.



The resistor snaps in and out of this comfortable controller in seconds, which allows you to match your controller to changing track and motor characteristics. Two and one-half, five or seven and one-half ohm cartridges are available for \$1.50 each.

The oversize lip on the body of the controller makes it easy to hold, even in long enduros.



THE SANDING BLOCK

YOU CAN BUILD ONE FOR PENNIES!

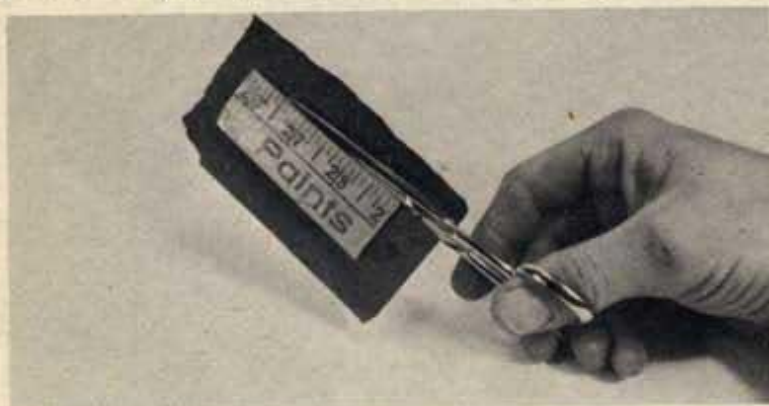
By
Ben
Millsbaugh

To get a really fine finish on putty, plastic or paint you should use a sanding block with the right sanding paper. A sanding block is used by many body shops to get the body panel to come out straight and super smooth. For the modeler, the sanding block can be especially useful on putty. Putty shows strange contour reflections when painted unless the modeler has been careful and patient with his sandout. Try these blocks and see if they don't make your model more showable.



First, coat the wood (one side) with cement. If you are using contact glue, glue both the wood and sandpaper, as shown.

To make a block you will need basically three things: a piece of sandpaper, a block of wood and glue.



Place the paper on the wood block and press the two together firmly. I even put the parts on the floor and stand on them to make sure that the glue spreads evenly giving a perfectly flat contact surface. After the glue or cement is completely dry, trim the block with a knife or a pair of scissors.



Here you have a perfectly flat, smooth block to work with. Sources of wood are rulers, mousetraps, etc.

By Robert Schleicher

It was a long time coming, but the custom model kit car designers have finally turned their talents toward designing some honest racing "rails." Monogram's newest 1/24 scale kit, the T'Rantula, is the first drag/custom in quite a while. The car was designed by artist/rodder Tom Daniel to be both wild and yet reasonably practical, fulfilling both concepts of "show and go" potential.

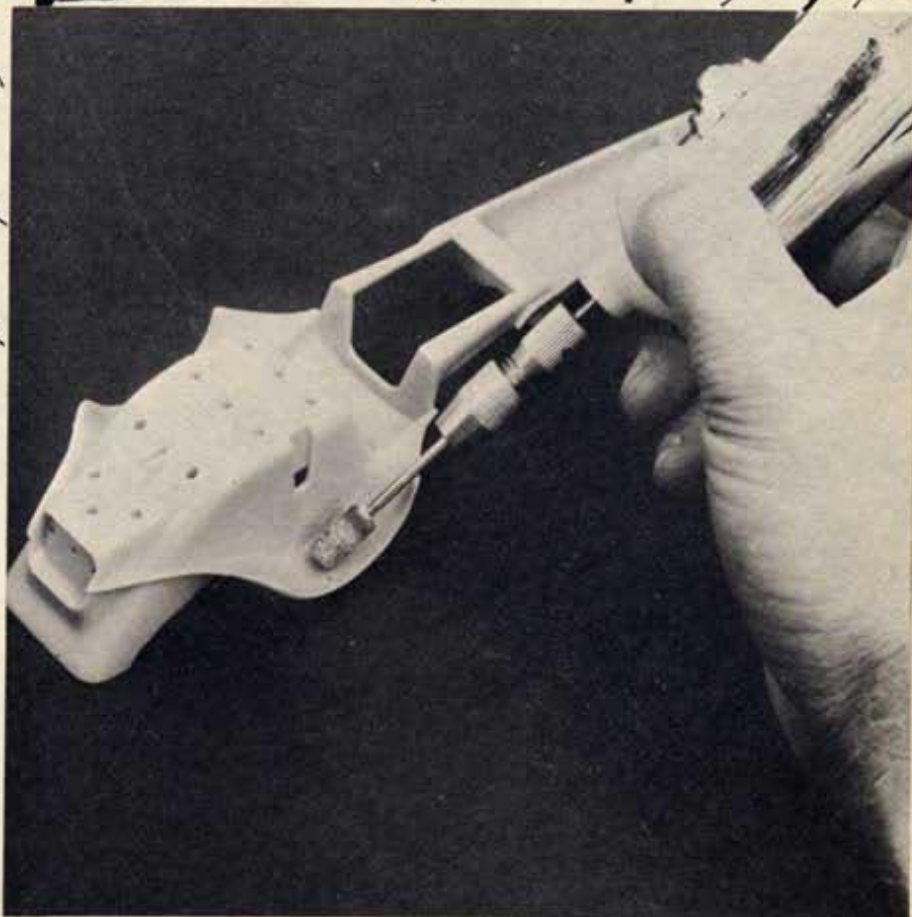
The "wild" part of the design starts with the classic Ford Model "T" Touring cockpit design (stylized almost beyond recognition), and builds on the tarantula concept with a basic tarantula bright lime green color (molded right into the plastic of the kit) as a start. The nose is stylized insect as well, with a set of four bug-like headlights, and extended "spider leg" exhaust headers. The tiny radiator on top of the nose returns to the "T" concept right down to its motometer cap.

The "go" for the T'Rantula is supplied by one of the single overhead cam (sohc) Ford V-8's with 427-cubic-inch displacement and an unusual split manifold GMC supercharger. Modern style wide rear slicks provide traction, and the louvered fenders allow the churned-up air inside to escape while smoothing out the flow of air over the tires on 200 mph runs down the dragstrip. Monogram supplies the parachute needed to slow down this type of straight-line racer. The 'chute in the kit can be displayed in either its open position, trailing out behind the car, or in the "off the line" position still encased in its pack.

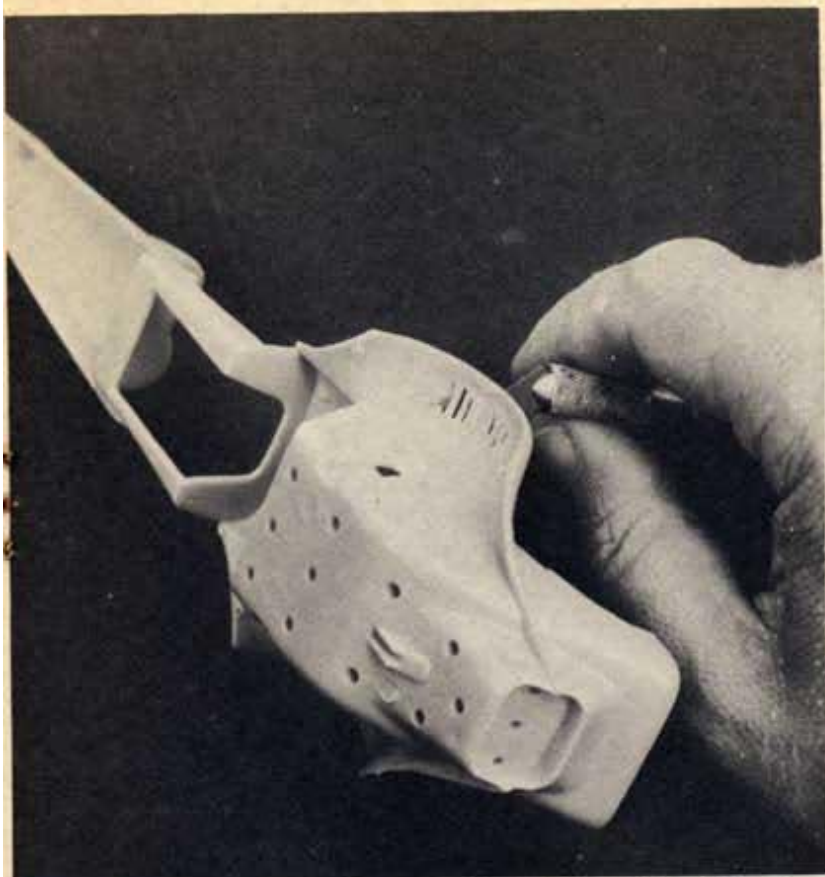
The model deserves any extra attention you can give it. Full wiring, and gas lines for example, would be clearly visible on that exposed engine as would detail-painted valve covers as shown in the accompanying photos. Past issues of MCS have shown how to apply the wiring and other extra details. Here, we'll show how to open up those louvers over the rear tires (or any louvers in any plastic kit, for that matter). It's a beautiful model of a groovy design. Who knows, maybe this will become the replacement for the "funny car." Imagine a match race between a series of custom "fuelers" like the T'Rantula . . .

Combine the wildest "T" custom with an out-and-out dragster and you get Monogram's . . .

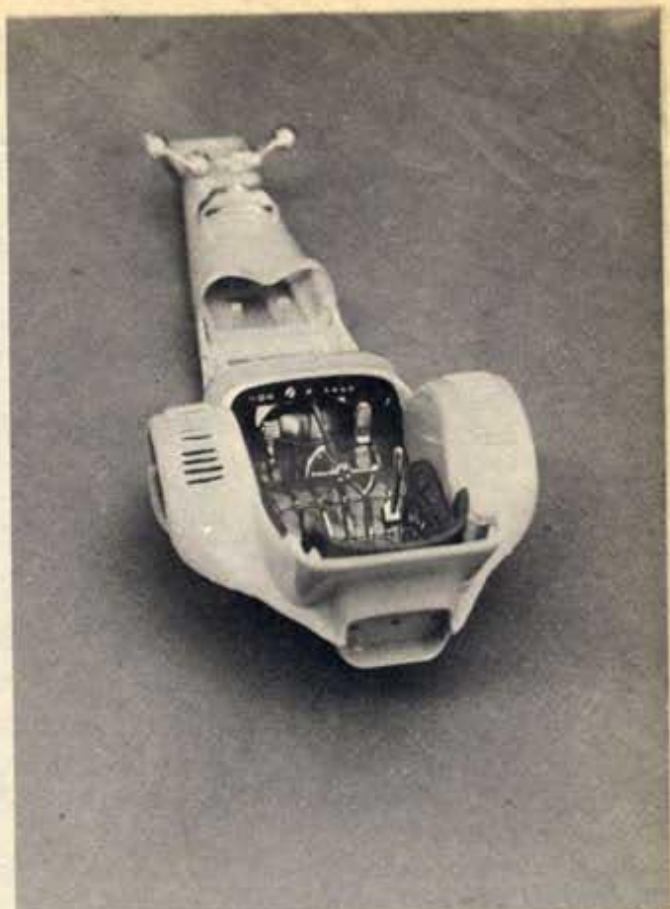
T'RANTULA



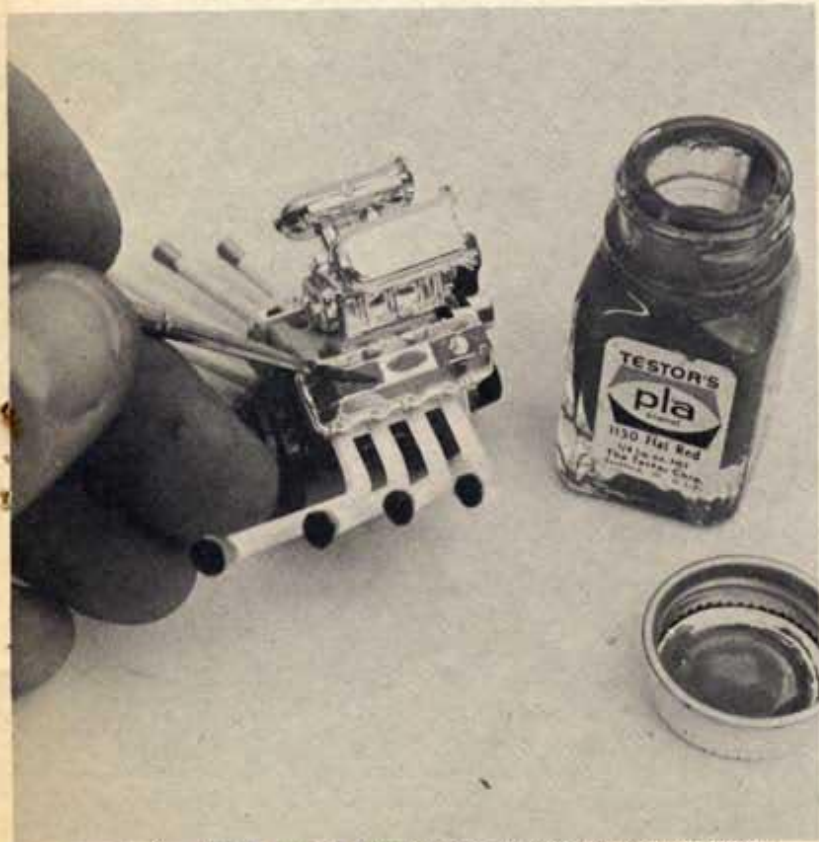
If you want "open" louvers on those fenders, start before assembling any part of kit. Use either an Xacto \$5 motor tool or a 1/2" hand drill with grinder bit to thin area under ALL louvers so it is paper thin with the grinder just barely breaking thru the plastic just behind each louver, as viewed from the top.



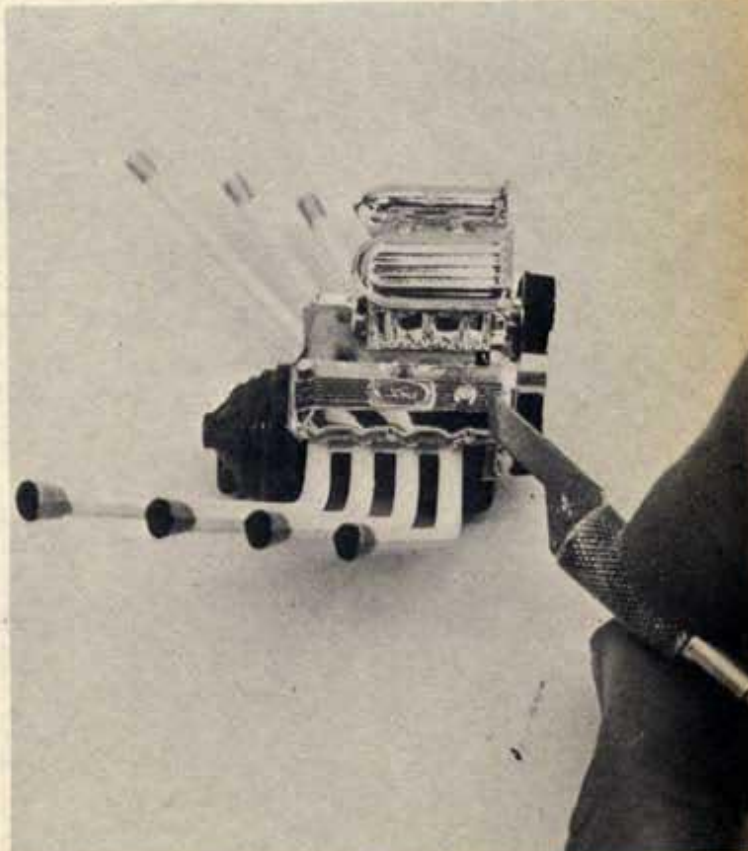
Use a sharp hobby knife to cut through the entire width of each louver and to smooth edges of each opening. Thinned plastic makes this possible without splitting.



Body pieces can be painted, if desired, then detailed cockpit glued in place.



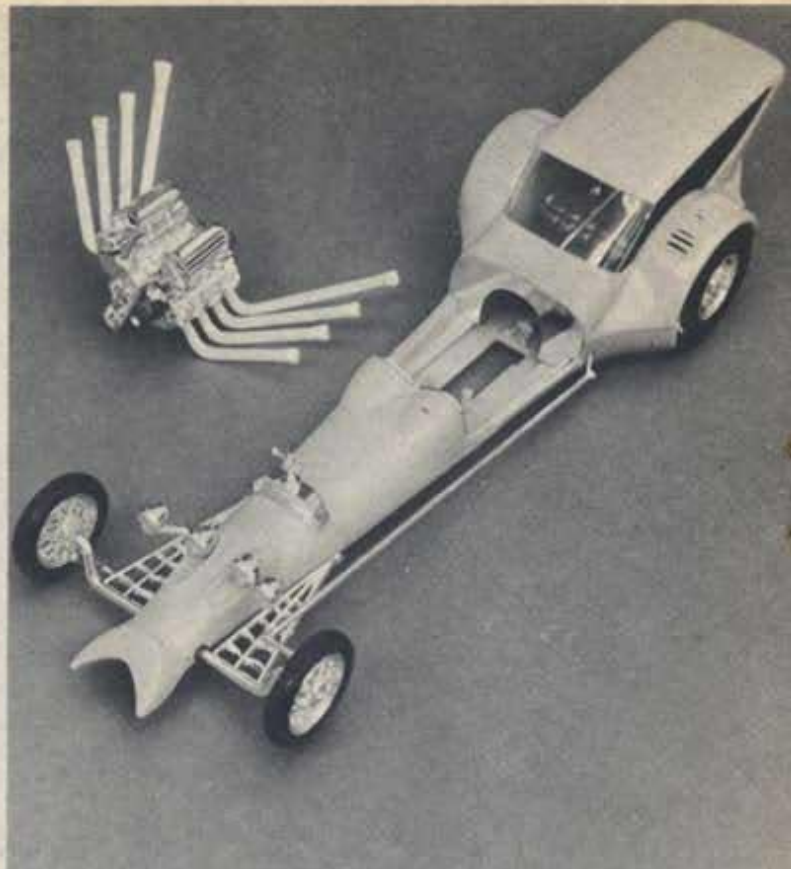
Engine block can be glued together, with heads and intake manifold, and painted before chrome parts and headers are added. Paint over fins on valve cover and over "Ford" with flat red paint and allow to dry.



Tops of valve cover ribs and "Ford" are scraped clear of paint with a knife tip. Use only light pressure to remove paint and not damage chrome plating.



Ends of pulleys can be painted red with "drive belt" flat black. Edges of pulleys can be painted like valve covers and paint scrapped away when dry leaving hairline thin edge of chrome showing.

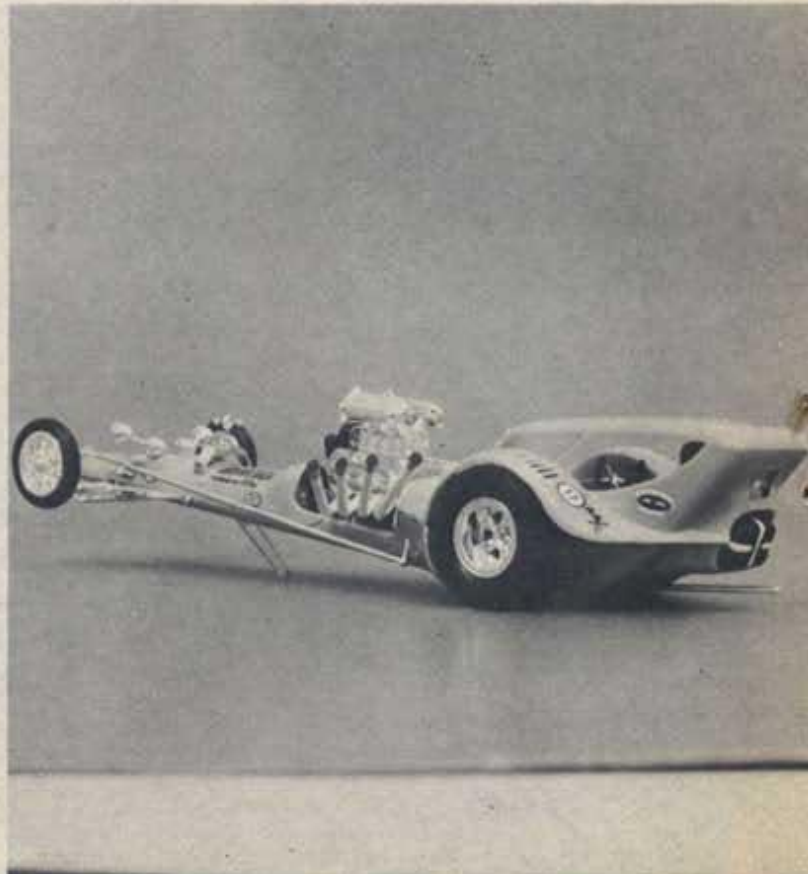


Engine can be added to car after all other work is completed. Note those "spider" web reinforced suspension arms.



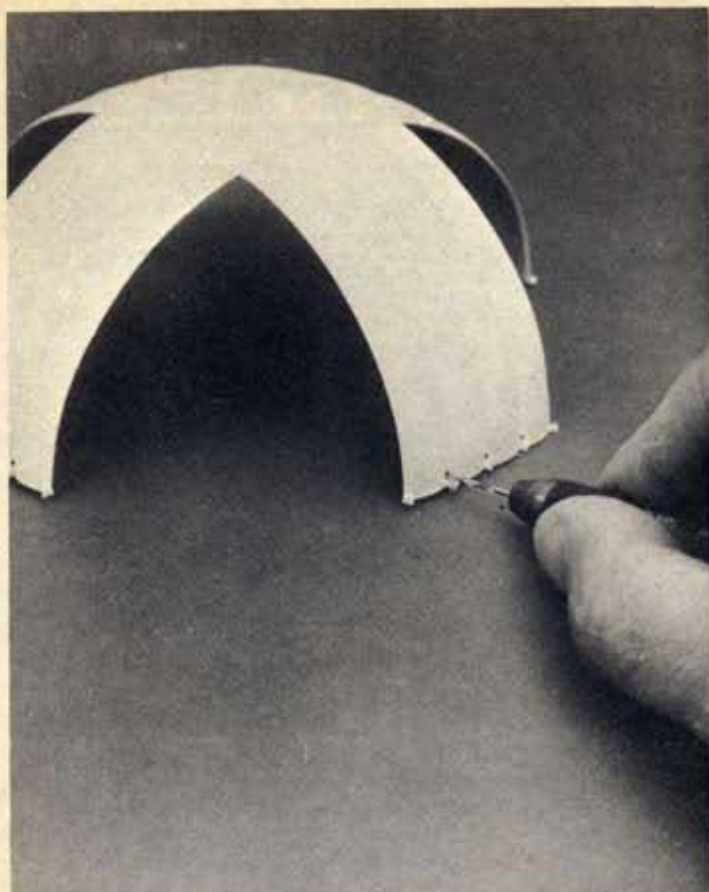
Closed 'chute pack can merely be pushed into place without glue to allow later option of either "wheelie" or 'chute display of model.

38/Model Car Science

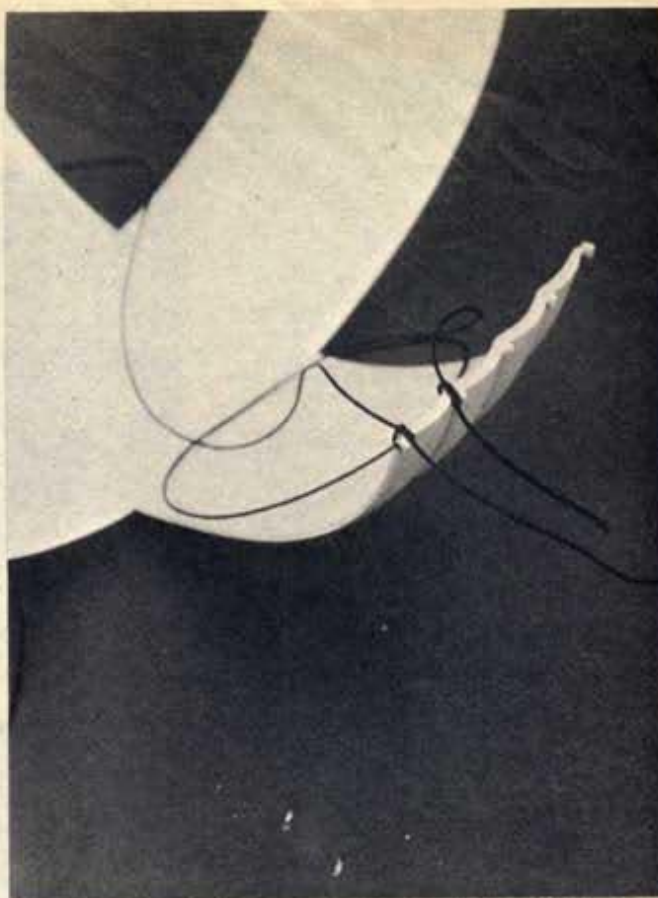


Kit includes a clear plastic support that fits into notch in bottom of body to support front end for "wheelie" display.

The Official Voice of NAMRA-HOCCI



For ease of tying drill three 1/16" holes as shown.



Thread is slipped through hole from outside and tied neatly with a drop of glue on knot.



"Open" chute pack replaces "closed" chute pack, and tiny tie ring mounts in center hole of tail for "open" chute display.



Tie tack pin is furnished with every kit. Metal tack is glued tightly into plastic T'Rantula.

NAMRA WORLD

This was a race of firsts for NAMRA. First we finally got to run at Closter's monster track that, as you remember, had been prepared just for us only to be closed because of a fire.

First time a female member/driver finished high in scoring.

First NAMRA Enduro.

First win for long-time member and current Treasurer.

And, so help me, the first time a car ran in a sanctioned NAMRA event with tires under one inch in diameter.

The race had been announced, the signs posted and the invitations sent. The only thing they said was, "Enduro for teams only." Nothing else was mentioned.

And since it was obvious that this was to be the "fun" event of the summer season, final race procedure was not disclosed until the pre-race driver's meeting. It was then announced that this would be a three-hour event for teams created by a formula of qualifying that would have put the FIA's old Index of Performance formula to shame. Remember, this was a let-off-steam blast.

When the battle was over to see who would be left to pair off, enough stood ready for six teams. And these six teams that went in to the major bash of the day proved to be a very mixed bag indeed, with the following drivers paired off:

Kosits/Tom McCabe, Roy Wong/José Rodriguez, Ed Bernadella/Peter McCarthy, Ed Loo/Charles Bottjer, Ed Lamp/Ginny Encke, and Chuck Hansen/Frank Bianchi. So there it was, speed, looks, emotion, coolness, prudence, valor, power, reserve, old and new.

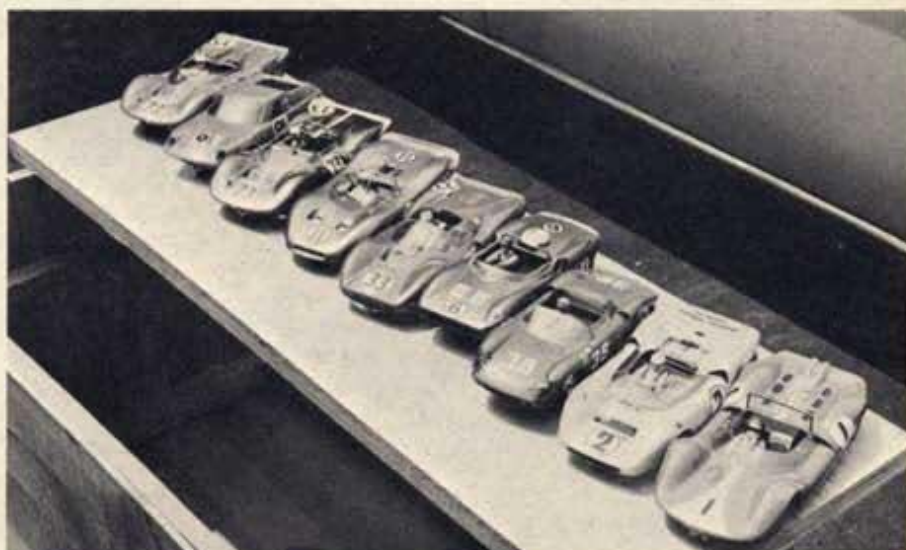
Realizing that most of the drivers knew what might happen in three hours of driving, the organizers had expected some pretty worn looking cars. However, the NAMRA bug bites quite deep and the cars were all eligible for a Concours judging.

Now anyone who has ever been around a NAMRA meet knows that one of the major challenges of the day is to try and slip one by on the Tech Inspectors. Usually this is treated with little humor and results in a rejected entry. This meet was to be no exception, except in the case of Ed Loo who kept his car under wraps until inspection. Ed now has the distinction of being the first NAMRA driver to get a car through NAMRA Tech Inspection with a car running tires under one inch in diameter. Ed figured the golden rule in NAMRA, "If you can prove it, you can run it" applied in his case and took a chance. It did, and his Lotus 47 Europa passed, qualified and ran with tires that resembled 1/32 scale rubber. (That's one Ed.)

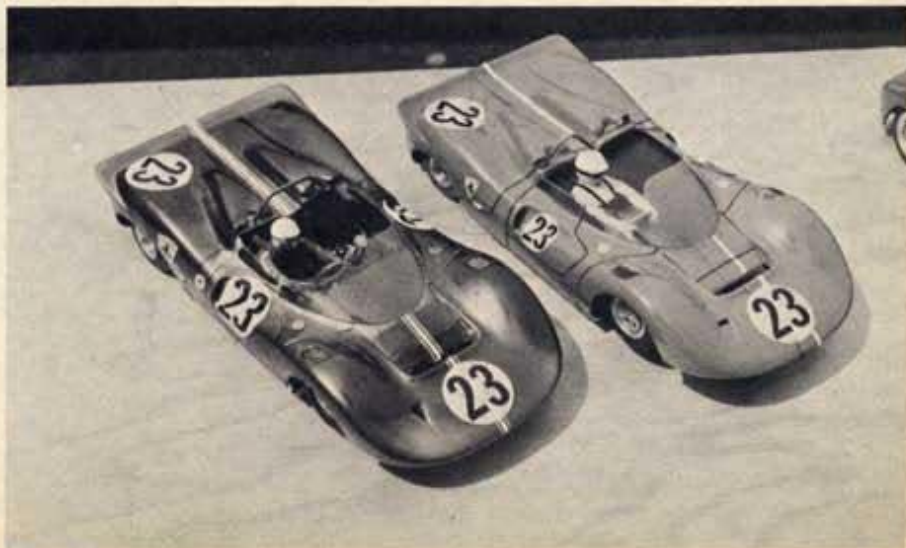
The race got under way with one



The hardware, for the day thanks to sponsor MCS.



The Concours cars lined up prior to judging. And every one of them has inserts.



Brother Ferraris ready to go.

man from each team running the required time then coming in for a driver change. This was followed with a lane change until all lanes had been raced and the three-hour session rung up.

From the very start, the teams of Bianchi/Hansen and Wong/Rodriguez were the ones to beat with the team of Lamp/Encke doing battle with the McCarthy/Bernadella duo. Loo and teammate Bottjer were pushing hard with McCabe and Kosits circulating too slowly to threaten the leaders.

This reporter found that an Enduro somehow just does not offer the same type of wheel to wheel excitement a regular road race does, but nevertheless this Enduro had some, and it began with the McCarthy car pitting with a cooked motor. A new one was installed with many laps lost. The car was dropped on the track and proceeded to trip all over itself trying to run the other way. The gear had been replaced on the wrong side! This put the Encke/Lamp team in a solid third place behind the Wong/Rodriguez team that had given ground to the Hansen/Bianchi duo.

Disaster struck the team of Bottjer and Loo when first the Bottjer car wrapped a wall hard enough to bend an axle and then, while pitted, the Loo Europa decided it would rather fly than run. By the end of the event, Loo had also attained the distinction of becoming airborne out of the big bank more than any other car. In fact, it was almost once every ten laps. In anticipation of such antics, a large tarp had been fastened from the bank's rim to the ceiling to catch the high flying cars. Unfortunately, no one thought of doing this for the opposite bank until Rodriguez succeeded in launching his car off that end twice to land on the floor. We don't know if the tape holding the body work together added too much weight, but these trips cost the Rodriguez/Wong team many laps and their hopes were pinned on Wong's driving ability to dent the first place team that roared on trouble free.

At this point, the McCarthy/Bernadella team gave way completely to Encke/Lamp when their car bent an axle and was forced to crawl around the course. Kosits and McCabe moved up a notch and Loo and Bottjer dropped to last place. With Wong now driving like the demons were after him, the gap between his second place car and Bianchi's first place car began to close until mechanical trouble, that almost never troubles Wong, occurred. The time lost in the pits dropped the team back even more while the Bianchi car seemed even faster.

Spurred on by the fact that running behind them was the Encke/Lamp team, Rodriguez drove his stint as if he too had a side winder, which he didn't, and managed for a while to hold off the other half of the first place team, Hansen. With Wong spending his next driving period in the pits for adjustments, the race finally drew to a close with the Bianchi/Hansen team roaring

across the line the victors, after three long hours with 708.17 laps run. Limping in for second was the much battered car of the Wong/Rodriguez team that had run 646.11 laps.

A very popular third was the Lamp/Encke (that's Ginny Encke, remember?) team with a well run 514.09 laps.

In fourth, the McCabe/Kosits team with 450.32; in fifth, the McCarthy/

Bernadella team with 442.22 laps; and last, the Bottjer/Lo combo with 428.08 laps.

So NAMRA's first Enduro had been run: one motor had been lost, several cars battered beyond repair, Loo was heard muttering about the addition of wings to his Lotus, Rodriguez lamenting the loss of a one off Ferrari shell, and Frank Bianchi was just heard, and heard and heard all the way home.



The Loo Lotus 47 and the Wong T-70. Nothing like advertising.



Bianchi shows wear; Ginny Encke, the coolest female driver ever; and Ed Loo yells for a parachute.



Those who survived the ordeal.

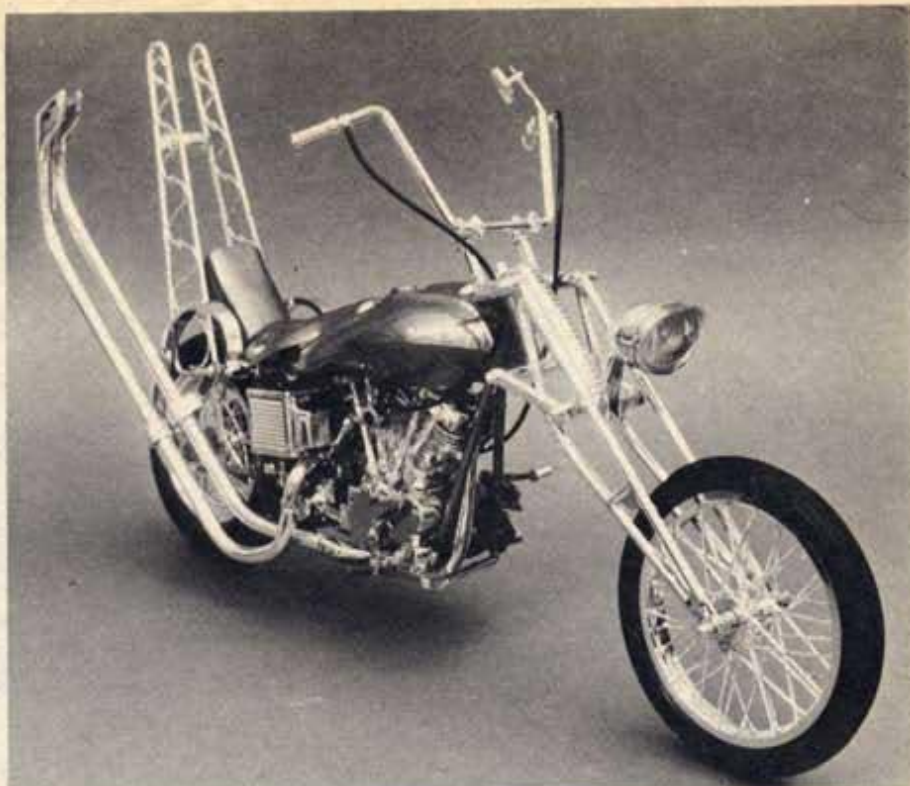


FUZZZ CHOPPER!

Would you believe
a custom police bike?

If the streets and drive-ins of Southern California are any indication, the custom motorcycle has become more popular with the street-speed swingers than the Model T-based rods. It would seem there are at least as many NEW custom motorcycles on the streets as there are new rods, if "new" is taken to mean a newly completed custom job on a car or motorcycle originally made any time in the past or present. There are still many more customs and rods than there are custom motorcycles to be sure, but there seem to be more 'cycles being "treated" for lack of chrome and other custom goodies than there are cars. Almost any 'cycle made has been stripped of unnecessary items (like lights, brakes, fenders, and—sometimes—seats) to emerge from the paint and chrome emporium as a custom motorcycle. Everything from Lambretta motorscooters to Honda 90's to Ariel Square Fours to V-8-engined monsters have appeared as customized 'cycles.

The bike most often used as the starting point is the All American Harley Davidson twin V-2. The Harley is chosen for the same reason a rodder would pick a 427 or 428-cubic-inch engine for a car; a big displacement, high horsepower and high-torque engine nestles under the gas tank of those V-twin Harley Davidsons. There



Revell's giant 1/8 scale "Harley" Chopped Hog builds this way out custom street bike, using only the parts in the kit.

just isn't a street bike made that has the potential power of the Harley big twins. The current stock FLH series Harley Davidson engine displaces about 74 cubic inches, but there are cylinders and "stroker" cranks that can nudge that out to near 100 cubes—the "big" imported motorcycles are doing well to have an engine with 45 cubic inches. For a street customized motorcycle, the Harley has the added advantage of having a low-slung frame and the availability of parts in almost any county seat in the boondocks.

The term "chopper" apparently originated when milktoast-mild customs were first created by cutting off parts of the front and rear fenders of street-stock motorcycles—these bikes had chopped fenders, period! Today the term "chopper" applies to almost any street-custom motorcycle, but the modifications may include everything new but the basic engine castings. Many firms supply entire frames, tanks, wheels, seats, and other parts to allow the customizer (or the actual track racer) to build a whole motorcycle around an engine of his choice.

The Revell "Harley Chopped Hog" is a huge 1/8 scale model of a late model Harley Davidson frame and V-2 engine with most other parts replaced with Revell-molded custom items. Since this is the same route most of the real customizers take, the total model is typical—if you can use such a word with such wild custom bikes—in

that it starts with the most often used frame and engine. The extended "girder"-type front forks (as opposed to the telescopic forks used on post-WWII War cycles) with increased rake-out are also almost standard features of street choppers as is the high "sissy" bar just behind the seat and the upswept twin exhaust pipes. The tank and seat as well as many of the detail parts are unique to this particular custom.

The parts from any of Revell's other eight 1/8 scale motorcycles can also be used to make a more personalized custom 'cycle. Most of the parts used to make the "Police-Fuzz" bike in the photos were taken from the #H1230 Revell "Triumph Custom Show Bike," but an even wilder machine could be made by adding parts from the Revell "Honda Drag/Custom" Kit. The fact that most Police Departments use the same basic Harley Davidsons as the "choppers" gave the incentive to build the non-sensical "Police-Fuzz" version of what a Police Department "chopper" might look like. To be "street legal" in most areas, the "Police" would have to be replaced with another "Fuzz" emblem and the width of the parking/driving lights would have to be reduced. The extra driving lights themselves would have to be either clear or amber, not red. Even with all these changes, I wouldn't want to tool by a "motor"-mounted policeman on that "Police-Fuzz" chopper.

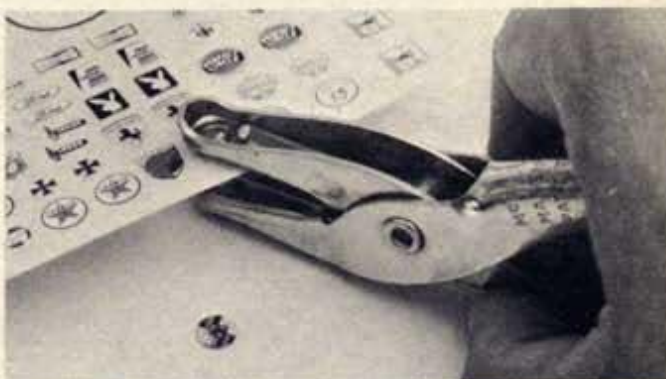
The Official Voice of NAMRA-HOCCI



Use the seat, taillight, twin headlights, tail pipes, and one front fork inner from the Revell "Triumph Custom Show Bike" kit to add "Police-Fuzzz" parts to the "Hog."



1/24 scale parts can also be used to customize 1/8 scale cycles. The headlights, headers, and axle shafts from the Revell "31 Ford Woody" are shown.



"Police" Department badges are trimmed from Porsche emblems on AutoWorld or Russkit 1/24 scale decal sheets with paper punch.

To paint the "Hog" gas tank a solid color, sand off all of the chrome plating with #600 wet or dry paper and spray on primer.



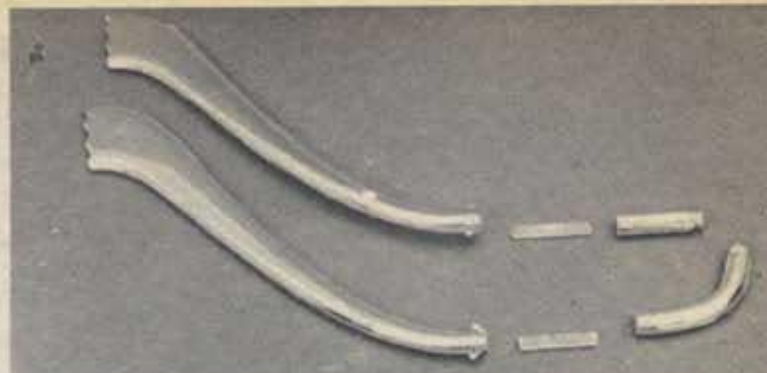
"Police" and "Fuzzz" are 3/16" LetraSet rub-on dry transfer letters. Apply to a gummed label or plain white decal first.



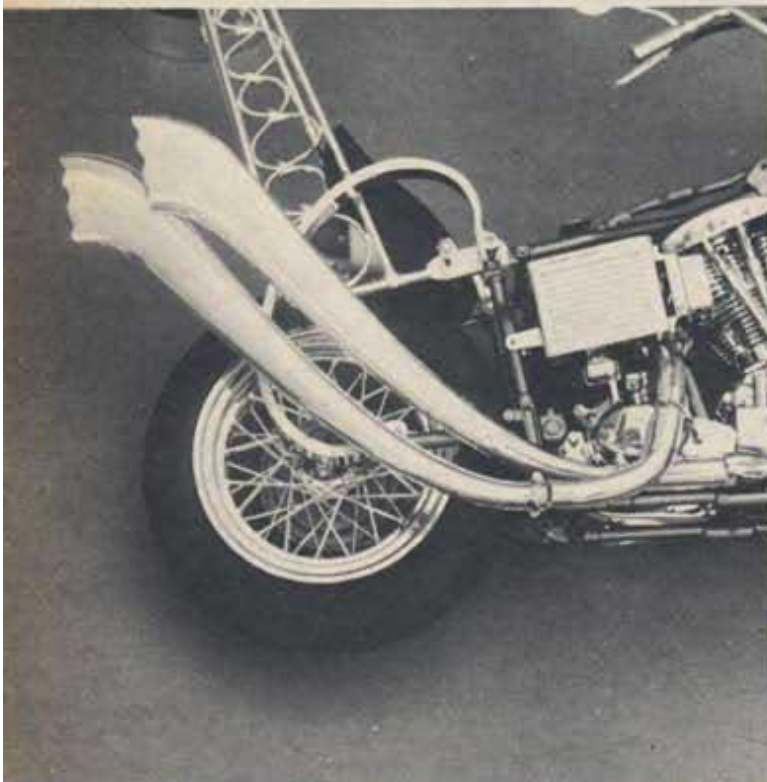
"Police" and "Fuzzz" labels or decals are now applied to the gas tank. For this imaginary police bike, gas tank is black. Oil cap and rearview mirror from the "Hog" kit are applied to gas tank to simulate speedometer chrome trim and gas cap.



Cut off the stock "Hog" exhaust pipes at the points shown if you wish to use the mufflers from the Revell Triumph.



Bits of the clear plastic "tree" from the "Hog" kit are cut to serve as reinforcing joiners between Triumph & "Hog" tail pipes.



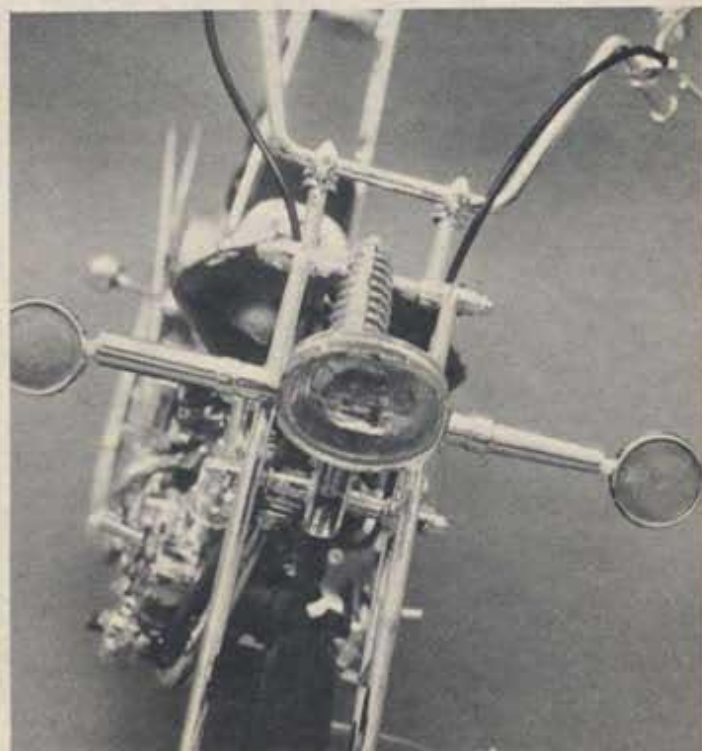
Glue the Triumph mufflers to the arched rear springs on the "Hog." Original tail pipe bracket is removed.



Cut twin Triumph headlights apart and glue in chrome trim. Paint inside a bright red like Testor's TCL, add lens.



Ends of Triumph inner front fork are cut off and Triumph headlights glued to each end to make Police-style light bar.



Triumph light bar is glued to "Hog" front forks just above headlight bracket. To be "street legal" side light should be clear.



Taillight/turn indicators for 1/8 scale motorcycle are actually the headlights from the 1/24 scale Ford Woody with the brackets cut from exhaust headers.



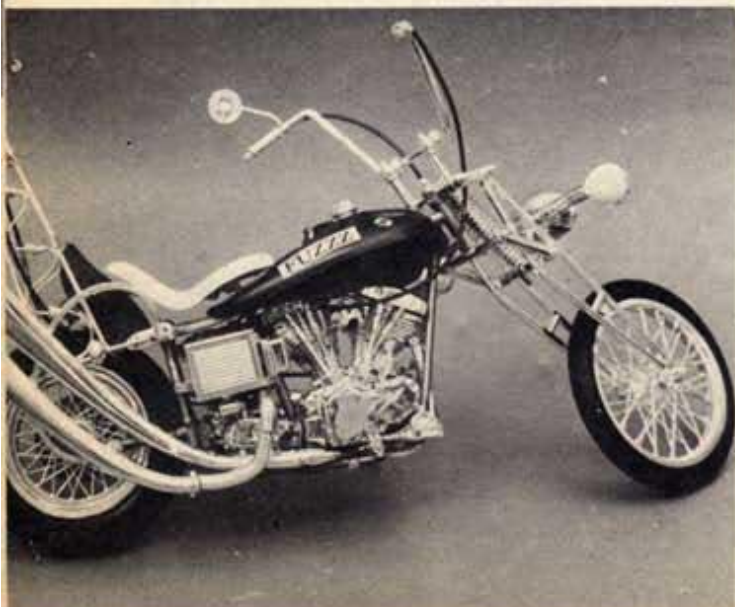
Triumph taillight is mounted under rear fender of "Hog" to add to stock taillight on top of "sissy" bar and side turn lights.



Center of Triumph seat is painted black with white edges. "Hog" seat bracket is narrowed to fit Triumph seat.



1/24 scale Ford Woody rear axle shafts make perfect 1/8 scale air horns. Mount on sissy bar and add plastic "air hose" from cable in Triumph kit.



Comparison of stock Revell "Harley" Chopped Hog (right) to our "Police-Fuzz" version of the same bike reveal minor custom changes that convert the kit into a true "one-off" custom 'cycle. You can add same parts or parts from others to build your own personal custom.

By Don Emmons, Jr.

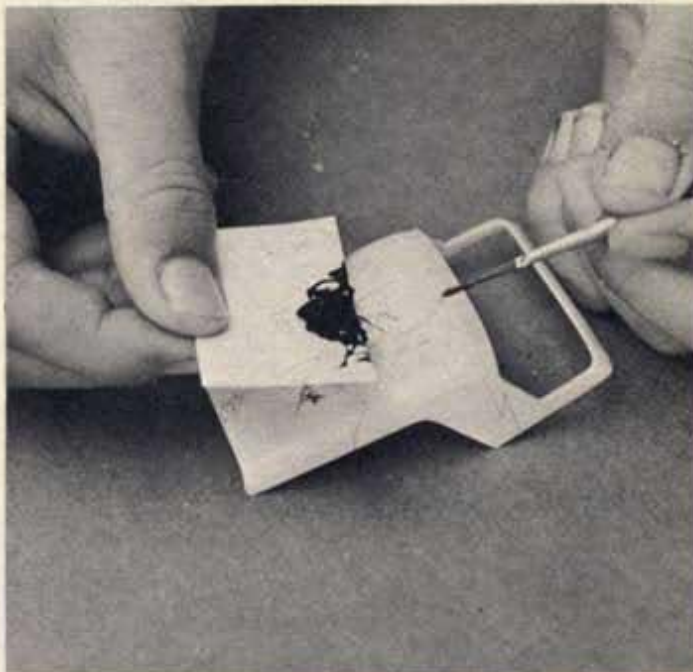
LAY A COBWEB

Like father, like son! Don Jr. shows you how.

Some may think that all nine-year-old boys are only interested in riding their bikes, climbing trees, and playing baseball. Well, I like to do those things, too . . . but not all the time.

I've been interested in cars and models since I could focus my eyes. And my mother isn't surprised, having a dad like mine and all.

After watching my dad do fancy paint jobs I decided to try my hand at it. Cobwebbing is about one of the easiest paint jobs to do. Anyone with a bottle of gloss paint, a brush, and a scrap of paper can do it.



2) String the paint real thin. Pull the strings, letting the middle part sag onto the model. Pull up on one end of the string and as it breaks it will curl down onto the model. Do the same on the other end, or you can pull both ends at the same time. Continue cobwebbing until you think its good enough.

1) Use gloss paint—don't use flat paint because it is a different consistency. Put a small amount of gloss paint on a piece of filecard. Let the paint set up until it gets stringy. Practice stringing the paint before cobwebbing the model.



3) When cobwebbing is finished spray on a very light coat of clear. If the clear is sprayed on too heavy it thins the webs and causes them to run together.



4) FINISHED PHOTO

The Official Voice of NAMRA-HOCCI

CAN-AM CAR CONTEST



Here are the winners!

Our "Name The Can-Am Contest" evidently fired up the imaginations of nearly every one of our readers, because our mailman has visually withered before our eyes day by day, under the strain of carrying that bulging mail bag!

We have received several thousand names, many of them "far out" to say the least. You fellas aren't short on imagination!

Many names were repeated dozens of times, in which case we used the card with the earliest postdate.

Here are the winners:

The first place prize of a \$25.00 Savings Bond and a three year subscription to MODEL CAR SCIENCE goes to Mr. George Viquiert, Jr., of 185 Swan St., Providence, R.I. 02905. George named the Can-Am car the "Illusion I." Congratulations, George! It's a beautiful name for a beautiful car!

The next ten winners are as follows:

"VENDETTA"

Larry McAbee
Route 2
Southwood Acres
Sedalia, Mo. 65301

"INFINITY"

Christopher Grahame
22 Grant Ave.
Glens Falls, N.Y. 12801

"SHARK"

Joe Bagdonas
5720 W. Grange
Oak Forest, Ill. 60452

"PEGASUS I"

J. Alan Kaye
1125 Pine Ave.
Apt. 10C
Redlands, Calif. 92373

"RAPIER"

Allan Wynrib
Box 2517
Williams Lake, B.C. Canada

"HURRICANE"

RiJean Legault
847 Laporte
Montreal 30, Que. Canada

"PARABOLA"

Robert Baumer
12030 Lavidia
St. Louis, Mo. 63138

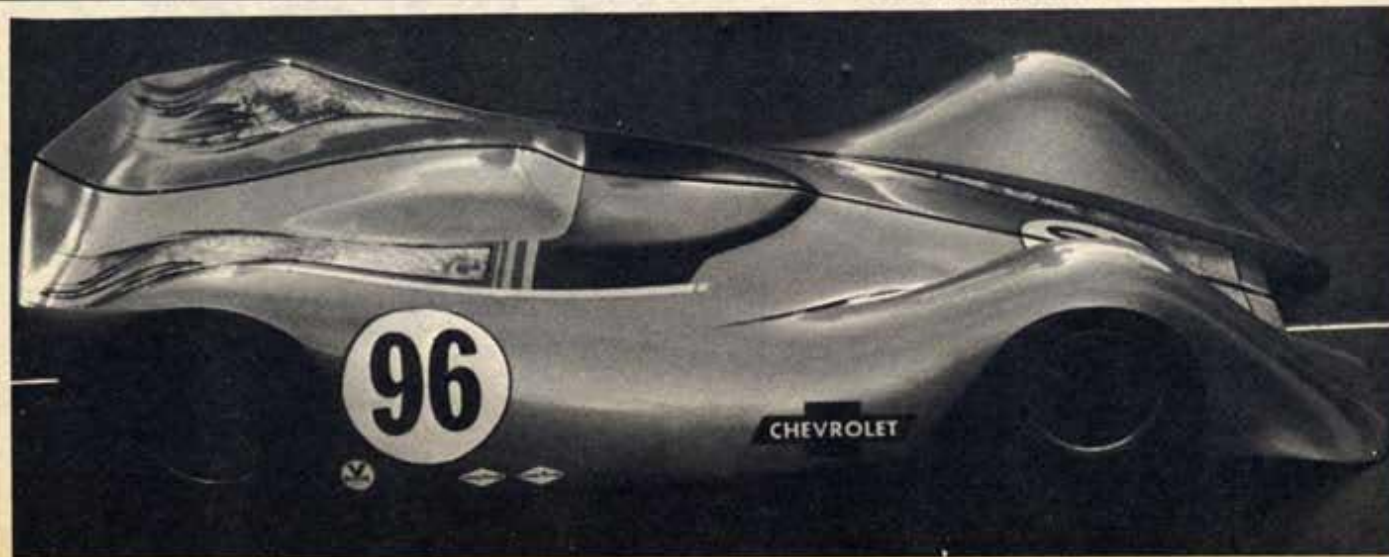
"COSMOS I"

Frank W. Meinert
8235 S. Wood St.
Chicago, Ill. 60620

"VINDICATOR"

Alvaro Galli
7422 Narrows Ave.
Brooklyn, N.Y. 11209

The ten winners named above received a one year subscription to MODEL CAR SCIENCE. Congratulations to all of you. Watch for more MCS contests, SOON!



By Robert Schleicher

ARE

New arrivals on the 1/32 home set scene

Oldtimers in our favorite hobby/sport well recall the products of MRRC ranging from the incredible "black flag" (one of the first pickups in today's style that worked), or the "Diamonds" (treaded tires for use on rough-surfaced tracks), or the blue controllers (the BEST until really hot rewinds began to demand ceramic resistors). In the intervening five years since these pioneering products were introduced, MRRC was merged with Airfix of England to form Airfix/MRRC. Their products have improved over the years, but were next to impossible to find in America.

Recently, however, MRRC has embarked on a new program to allow more of us Americans the chance to sample something really NEW in 1/32 scale! Now you can buy MRRC products direct from the factory with packing and AIR MAIL postage included in the price! And wait until you see the prices... The top-of-the-line Airfix/MRRC cars are their 1/32 scale ready-to-runs in the "Clubman Special" series. The Porsche Carrera 6, Aston Martin DB5, Ferrari 250LM, as well as the Gran Prix BRM, Honda three-litre, and Eagle Weslake.

The Airfix MRRC Clubman Special ready-to-run cars include a special six-segment motor similar to that in their older (and still available) four-wheel-drive cars. BOTH ends of the motor are equipped with ball-bearings as is the rear axle. The drive is through silent and smooth bevel gears to solid rubber, but wide profile, tires. The front wheels turn independently and steer through about a 90° included angle. All of the bodies are injection-molded plastic to accurate scale dimensions. The chassis is adjustable from a scale 90" wheelbase to a scale 96" wheelbase. The price of



Two brand new 1/32 scale ready-to-run GP cars; the Honda 3-litre GP, Eagle Weslake GP and Felday-Ford sports car. The price is only \$6.96 by direct AIR MAIL from England. Honda is copy of early 3-litre car with exhaust pipes "flowing" out over top of engine. Car is shown exactly as sold with inserts, painted driver and numbers. Eagle Weslake is well detailed with same rivet detail on body surface and "hook" nose of full-size cars.

COMING!

any one of these six ready-to-run 1/32 scale "club" cars is \$6.96 INCLUDING air mail and packing charges.

A separate series of the same bodies, but with a different chassis, motor and steering front end are available as kits in the Clubman Special class. These kits are \$6.00 including air mail postage and packing. However, unless you're really pinching the pennies, we would recommend the ready-to-runs with their more precise motor and chassis.

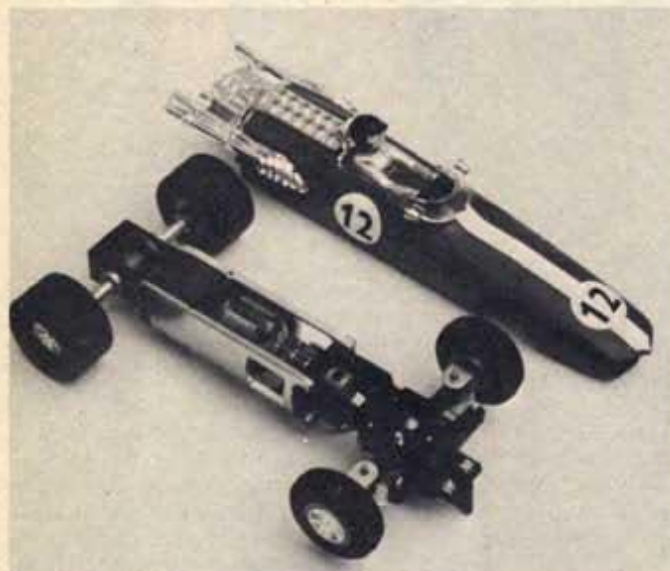
The price of the body kits for these six cars is not yet final, but since most of the cost of air mail and packing will be as high as for a complete car, you can expect something like \$1.25 each including the chrome wheels insert and exhaust pipes. The performance of the cheaper Airfix/MRRC kit series compares favorably with a stock Atlas 1/32 scale Ferrari or Brabham. The Airfix/MRRC ready-to-run cars are a bit faster with far better brakes than the kits. Their lap times seem to compare equally to the Monogram

GP Ferrari or Lotus 1/32 scale kit cars. The BRM, Eagle or Honda bodies would fit either the Monogram or Atlas chassis with little effort. However, even the bigger Eagle and Honda are still a bit narrow to clear the 16D series Mabuchi motors. Raced either a class of their own, or with the Monogram or Atlas Gran Prix cars, these three new cars from Airfix/MRRC are welcome additions to the previously thin range of 1/32 scale Gran Prix cars. For the "unique car" nut, the Eagle or Honda bodies could be relatively easily changed into other types of 3-litre GP cars for even more varied and current fields of cars.

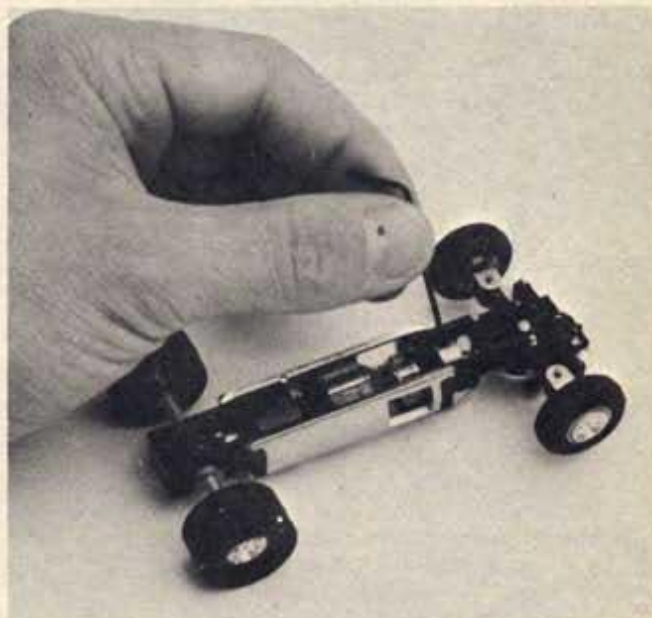
Send an International Money Order (from any U.S. Post Office) or an International Bank Draft (from your bank) to Airfix/MRRC, Dept. 968MCS, 29 Ashley Road, Boscombe, Hants, England, for the amount of your order. If you order by air mail too, the shipment should arrive within three to six weeks.



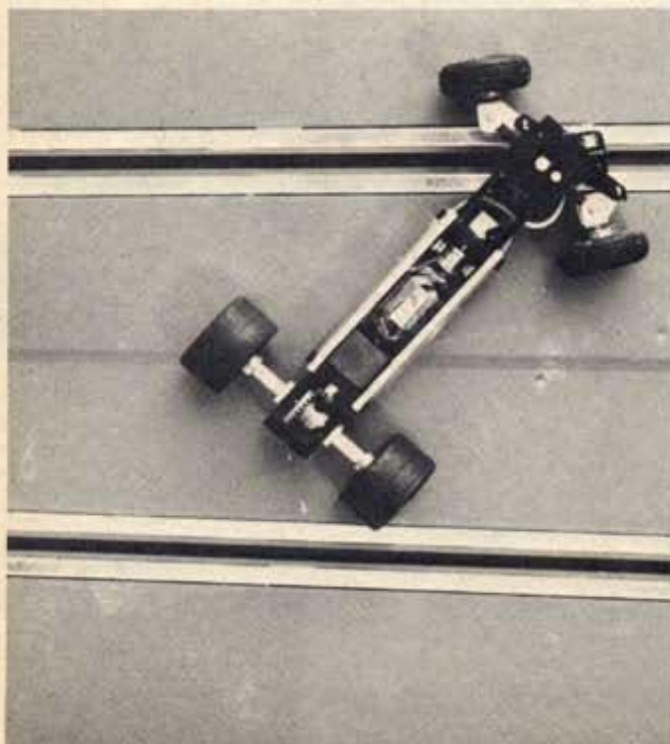
New 1/32 ready-to-run Felday-Ford is model of actual car that featured four-wheel-drive in a sports-racer to compete with Lola T-70's, etc. Makes a most unusual model with scramble of accurately placed vents and braces.



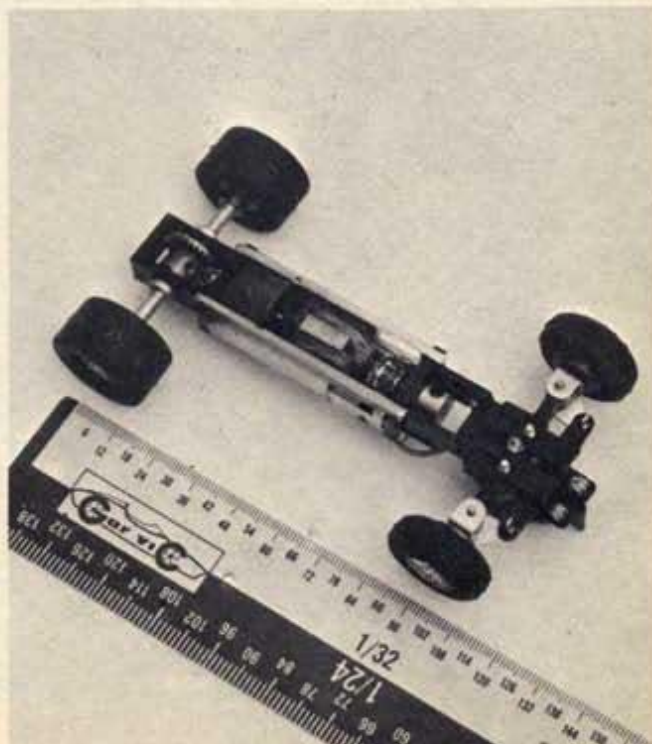
All three Airfix/MRRC cars have identical chassis with bevel gears and FOUR ball-bearings on motor and rear. Body is held in place by two self-tapping screws at front. Screws also control chassis length adjustment, so must be tight.



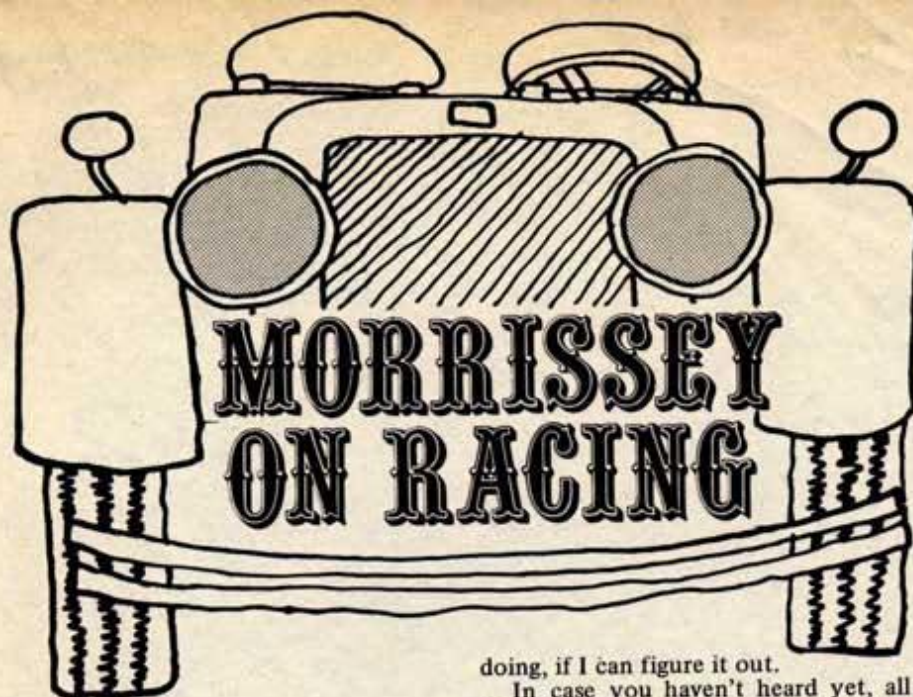
End play of motor shaft is controlled by a set-screw collar at front of motor.



Steering front end is by far the best of its type. Wheels move freely, but not sloppily; car can drift a full 45 degrees to either side of slot. Chassis appears to be nylon molding.



Chassis has sliding adjustment allowing any wheelbase from 90" to 96" in 1/32 scale. Chassis requires an extremely long break-in time, but is rugged.



Well, we're under way with the paper. As this is being written, the first issue is just about made up and ready to be "put to bed" at the printers. It'll have a new name, by the way: MODEL RACING JOURNAL. If your local shop doesn't carry it, burn the place down.

Also just about ready to go is a big series of races out here in the West. In the short span of five weeks we're going to have three Arco races and one of MCS's L.A. championship races.

October 19 will be the date of the USRA championship event at Speed & Sport in Lynwood (a "suburb" of Los Angeles). Then, two weeks later, we'll have the California Arco at Don's in Downey. A week after that, there'll be the Denver Arco at Celebrity Sports Raceways. Now, there's supposed to be yet another Arco in Mexico City on November 16, but what with the way conditions are there at the moment (riots, insurrections, machine-gunnings) this has to be considered a tentative date.

They had a very interesting, and perhaps significant, race at Elmsford Raceway in Elmsford, New York, this weekend. It was a big sports car race that was actually sanctioned by the Sports Car Club of America (SCCA), and had in attendance Leon Mandel, Editor of Car and Driver magazine. Now what the SCCA was doing at a slot race I'm not sure, but the officials who were there seemed to be enjoying the show, or so I'm told.

And Mandel apparently was impressed, because he plans to attend the Nutley, New Jersey, Arco next weekend, as well as talk to Cukras during the week for some background on a story he evidently has planned for CAR AND DRIVER.

The race itself was won by Wayne Williams, with the amazing Jerry Brady second and Cukras third. I'll have more information on what went on there next month, as well as an explanation of what the SCCA is

doing, if I can figure it out.

In case you haven't heard yet, all the big race sanctioning groups—the USRA Champion, and CAR MODEL magazine may be running exactly the same rules in 1969. Some time around the first week in November, representatives of all three bodies will meet in Los Angeles to try to get together once and for all on racing rules and procedures.

If successful, it will mean that just about every major in the nation will be run under the same rules. This is something, of course, that we who have been racing for a while have always been trying to achieve.

The main bone of contention, I think, will be the question of "to bubble or not to bubble." The Arco and CM rules allow that now, but the USRA forbids any heat distorting of bodies except wheel well flaring.

The difference in general appearance of cars built to the different sets of rules is unbelievable. USRA cars are generally very sanitary and clean looking, but those Arco cars are tragic. Arco and CM rules allow all sorts of distorting, and believe me, the cars that show up at those races are really distorted!

It's really a shame to see the nicely shaped bodies we have now all butchered up, and the impressive paint jobs some of them have all blackened and bubbled by heat, but that's the case in the majority of the Arco race entrants.

So I for one will be pulling hard for no distorting except wheel well flaring. I hope everybody at the meeting agrees with me, especially since the new breed of "handling" bodies just don't need any more butchering.

There's also some talk of pushing the maximum wheel width out from 5/8 inch to 3/4 inch. The reasoning behind this is that the new tires being run on the real race cars these days have grown to phenomenal widths, with the new USAC and Group 7 sports car tires out to 16 inches on the ground, with over-all widths of around 19 inches or more!

In 1/24 scale, you see, 18 scale inches is 3/4 inches, so even this width would not be as great as the scale width of some of the tires.

But before we go to 3/4 inches, we'll have to take into consideration the potential for utter chaos such a move could have.

The wider rims, you see, aside from obviously obsoleting all the 5/8 inch setups now on the market, would also make all the chassis in existence at the moment that are built for 5/8 inch wheels just about useless. There simply isn't room on a current chassis, especially a sidewinder built to close tolerances, for wider wheels, without the rear tread width becoming 3 1/4 inches, that is.

Besides, there's barely enough room now to get a motor in a sidewinder chassis with 5/8 inch rims. With the wider ones, the job would be just about too difficult for most people.

So we'll see what happens. I'll probably have the report on the meeting in the next column.

It seems like just about every columnist I read these days has some sort of comment about the way the pros look at the big races lately, and about the way a few of them happen to be wearing their hair.

The general consensus of opinion of these writers seems to be that the guys are turning into a bunch of disgusting, unkempt, unshaven, longhaired creeps. The problem, of course, stems from the fact that most of these columnists only see the pros at the big races, and that most of them view long hair and the accompanying facial growths (sideburns and beards) as manifestations of some alien and subversive political or moral philosophy.

Well, I'm not going to waste time discussing the longhair phenomenon, except to say that, after fifty years or so of short hair being the accepted style, the opposite is again becoming true. It's the old argument: Just look at any picture of any President of the United States from Washington to Teddy Roosevelt, and tell me about long hair, beards, and sideburns.

But I would like to say a little something to those who think the pros have become a bunch of bums. Think for a second, you writers, about where you saw the evil guys in question looking so disheveled. It was at a big race, right? Well, well. You say you don't understand why someone who has spent the last two or three days working like a Nubian slave to get a car working, usually until dawn in a motel room, looks a little tired, a little unkempt, and a little ruffled?

You see, friends, this is the way people get when they're haggard, have had little or no sleep, and no time at all to worry about shaving. They aren't slobs, gang, they're real, honest-to-goodness professionals who are more concerned with doing their jobs properly than creating an acceptable image while doing it improperly.

A little understanding, please.



MIRAGE

By Robert Schleicher

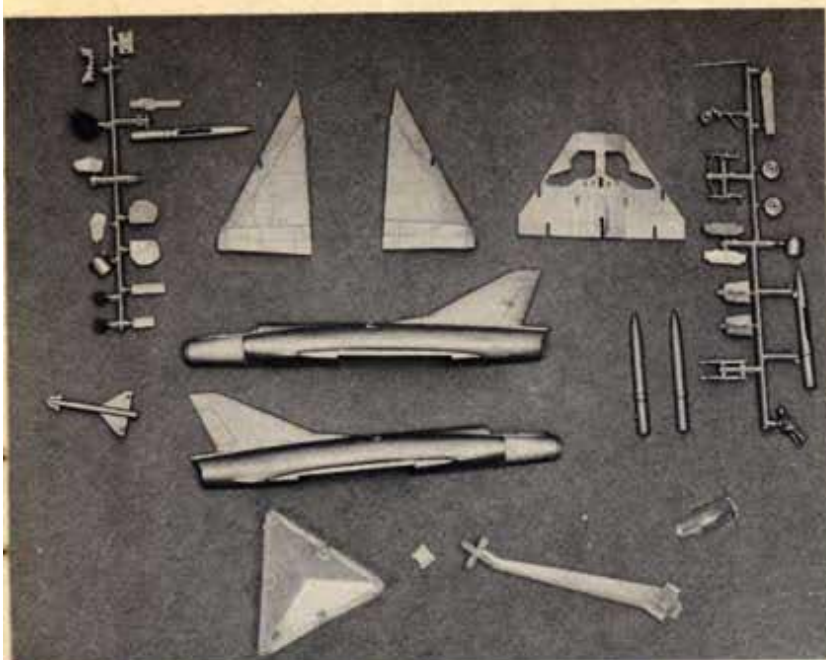
Israeli Air Force photo reveals seldom-photographed squadron numbers on three of these four Mirage III's (number on nearest plane was blanked out by the IAF). Note shape of wing tanks, location of colored bands on body, and tail fin stripes for this particular squadron.

No air force or army in the history of the world was as successful in so short a time as were the Israelis during their recent Six Days' War with the surrounding Arab nations. One of the prime instruments used in this success was the Israeli Air Force's three squadrons of 72 Dassault Mirage IIICJ airplanes. These aircraft, together with less than a hundred of the Super Mystere B2's and Dassault Ouragons, — all French-built — were able to destroy 500 Egyptian, Syrian, Iraqi, and Jordanian aircraft; most of them still on the ground or taxiing to defend their air space. The well-trained Israeli pilots streaked in to attack over the Mediterranean Sea rather than over the Sinai Desert to completely surprise their foes. The fighters and bombers were able to attack again and again with many of the Israeli pilots flying eight

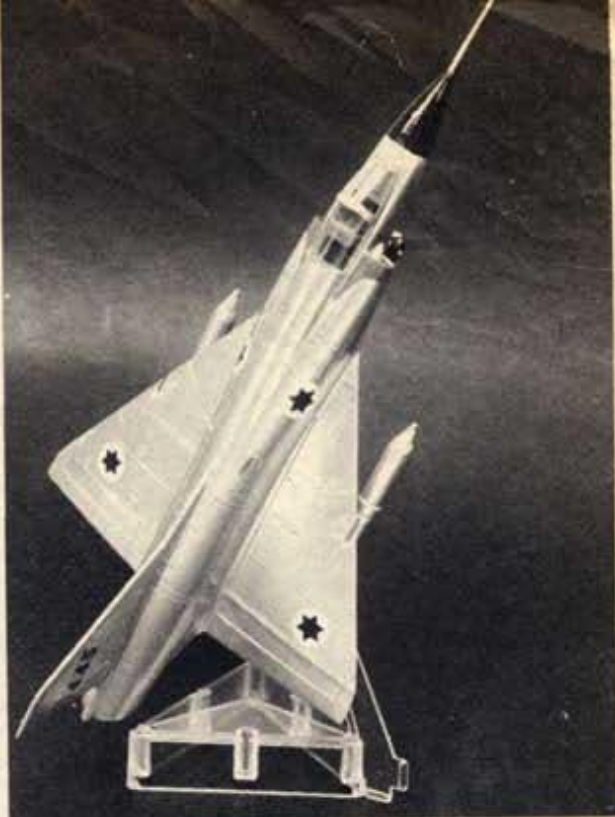
missions a day during the brief war.

The French Dassault Mirage III is well suited to a nation like Israel, which must be able to carry any war to its attackers, because the aircraft is reasonably simple to maintain, as well as being capable of landing or taking off from grass airfields. The Israeli pilots have found that cannon is better suited to the tight dogfights they are forced to engage in than the more modern missiles. There is also less chance of accidental landings of errant missiles on their own ground troops in such a tiny country. The Mirage is used as both a fighter/interceptor and as a light fighter bomber by the Israeli Air Force.

Most of the Mirages photographed during the Six Days' War were not camouflaged, but rather marked with squadron colors and numbers over simple bare aluminum skins. Testor's bottled silver offers the most reflective metal-like surface for simulating aluminum panels. The red trim around the jet intakes will have to be brushed on, however, as silver will usually lift off if masking tape is applied over it. To more accurately depict the Six Days' War Mirage, the tips of the fuel tanks should be reshaped and smoothed like those in the photo of the full size planes.



MPC Mirage III kit, in 1/72 scale, contains well molded parts. One-piece wing bottom makes alignment a simple matter.



Clear plastic display stand is an MPC innovation. Planes will mount on stand in a number of "in flight" poses for shelf or desk top display.



Realistic, reflective metal surfaces are difficult to obtain on models. A smooth coat of Testor's brush-on silver and a coat of furniture wax were used on this MPC Mirage built by Larry Wright of Eagle Hobby Center in Eagle Rock, Calif.



Mirage's success over the Arab desert during the Arab-Israeli Six Days' War is merely a weird coincidence of name and place. Unwary Arabs discovered that the Mirages swooping in over the Mediterranean on the morning of June 5, 1967 were real indeed. In less than a week 500 Arab aircraft were destroyed and Israel was victorious.

Ever wonder why almost every brand of HO car has at least one of the '65 Buick Rivieras in their catalog? Granted, it is a pretty car, but it has never been known as much of a racer. With thousands of models of this car in the hands of HO racing fans, it is most likely that you have one too. If not, this is a perfect time to go down and buy one. The brand doesn't matter much. We used an Aurora car here, but Atlas or Tyco would do just as well.

When you've completed these modifications on your Riviera, you'll have a near perfect copy of the Chevelle the legend of the stock car Grand National circuit Curtis "Pops" Turner drove, to set that 180 mph qualifying mark at the '67 Daytona 500. Later in the year, at the Atlanta 500, Turner completely demolished the car by flipping it end over end, over the pit railing, and into the pits. The now-traditional NASCAR roll cage saved Turner any injury, but it was the end of probably the fastest racing Chevelle ever.



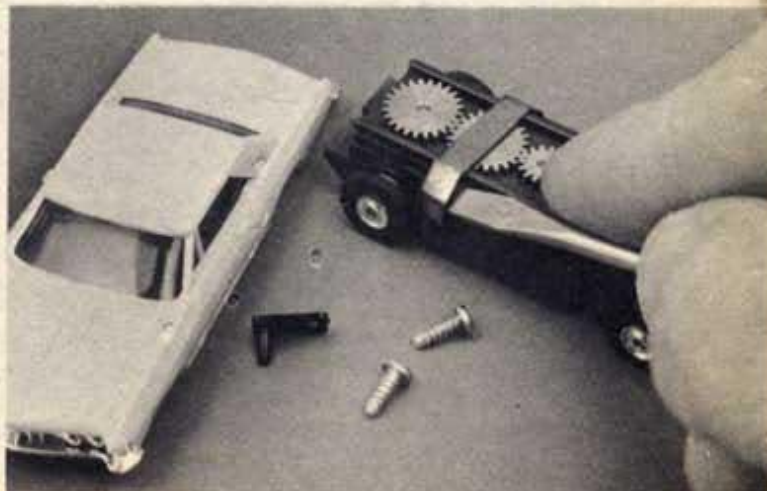
TURNER'S TERROR

Chevilles are rare in stock car racing. Here's how to make a model of a famous one!

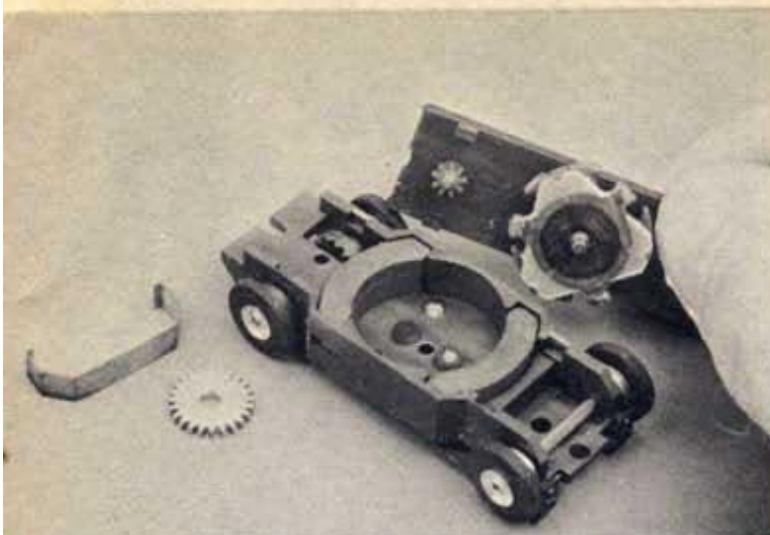


Start with an Aurora, Tyco, or Atlas HO scale Buick Riviera, add some of La Ganke's TigerPaw tires and motor brushes, some LetraSet numbers and Autoworld decals.

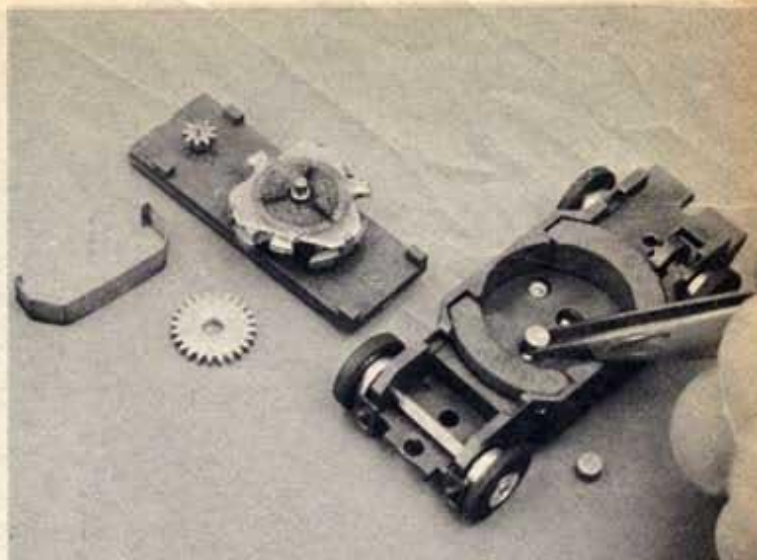
By Robert Schleicher



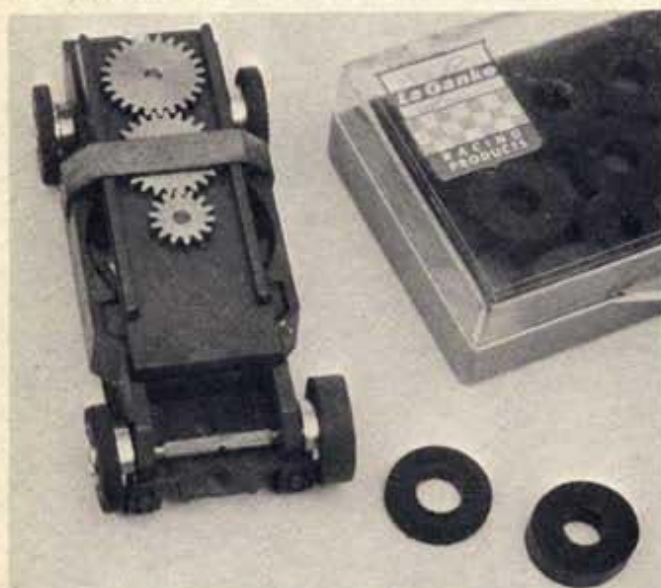
Body and motor plate retaining screws and clip are removed first.



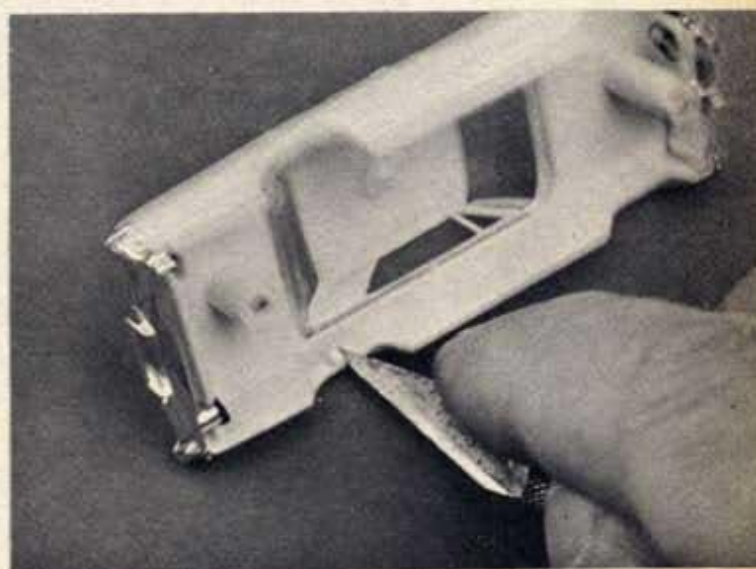
On Aurora chassis, the armature and plate remove as a single unit. Save gear.



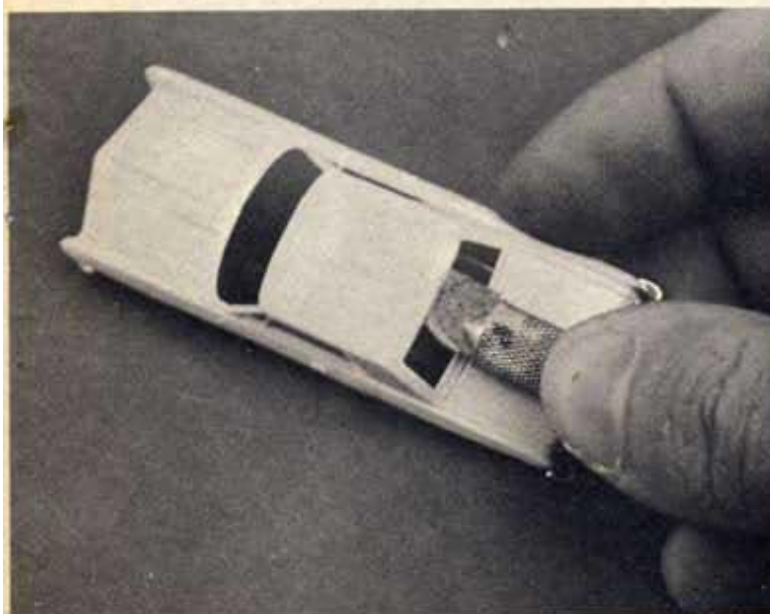
Use tweezers to replace stock motor brushes with LaGanke silver ones.



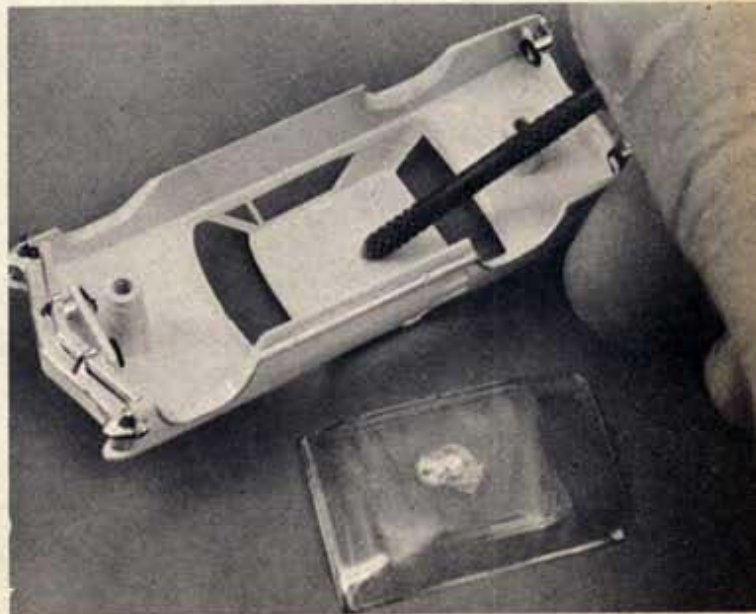
LaGanke TigerPaw silicone tires are pressed in place on rear wheels for better traction and looks.



Inside of rear wheel cutouts must be trimmed to clear new rear tires.



Slowly "walk" a knife tip between roof top and clear windows to pry them loose.



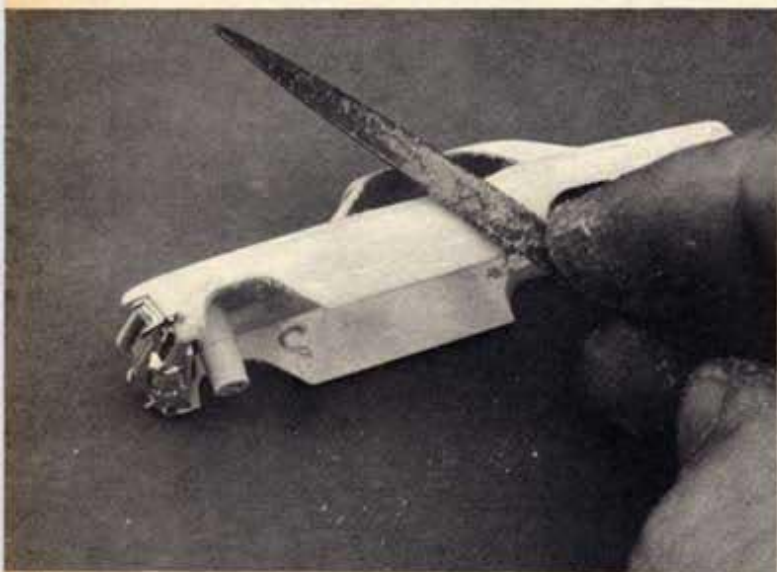
Push out the dent you made prying out the window unit by pushing from inside.



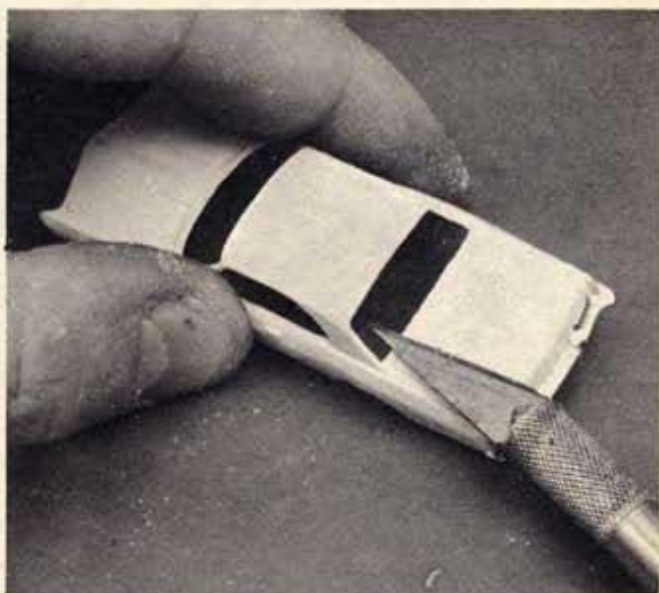
Sand the top of the car to remove any trace of window-removal dents.



Use a photo of a '66 or '67 Chevelle as a guide to body modifications. Reshape outline of side windows first.



All scoops and markings except door handles are filed from sides of Riviera.



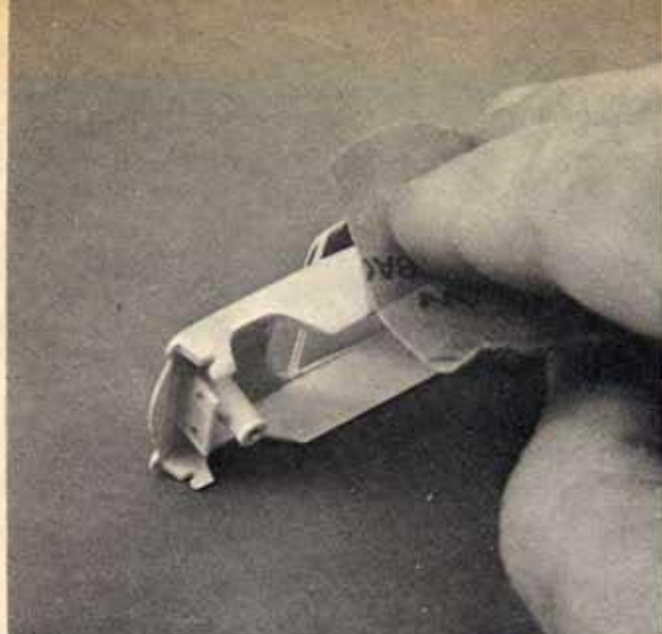
Enlarge rear window and smooth to trunk.



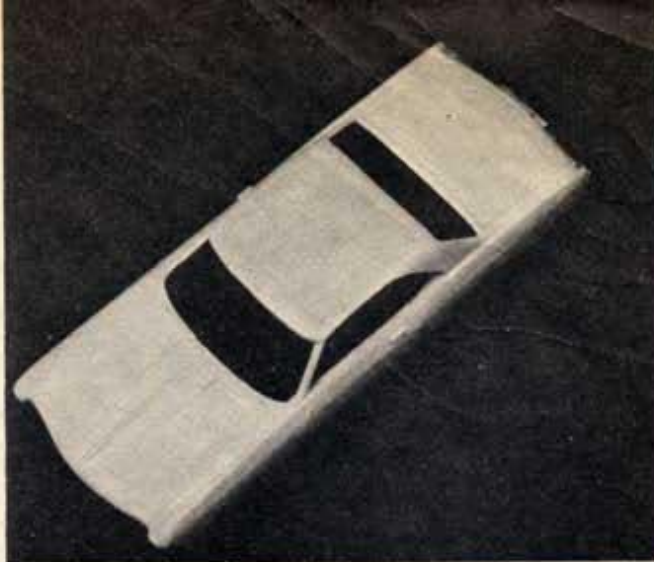
Round off corners of rear fenders and bumpers.



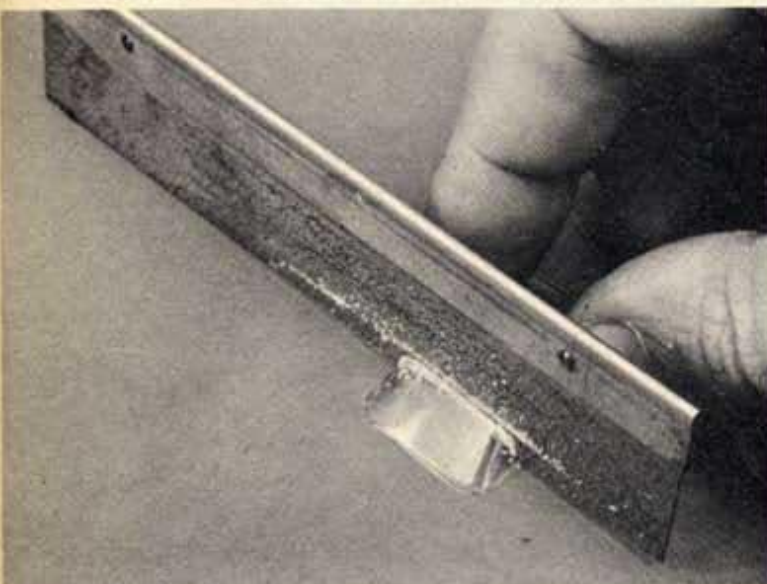
Cut off plastic rivets to remove bumpers.



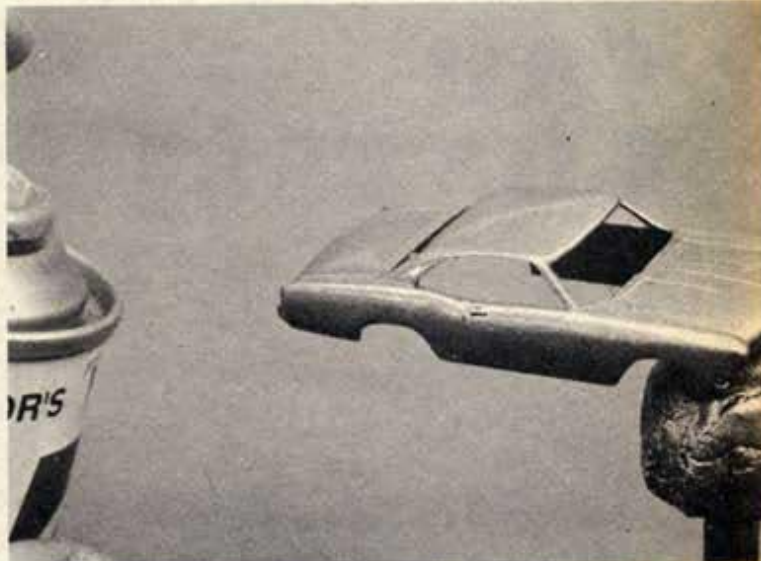
Sand entire body with #600 wet-or-dry paper.



Sand away hood scoops and body is now a Chevelle. X-Acto's "W" router blade is best for scraping inside of body to thin it down and reduce weight.



Cut off front window using a razor saw.



Spray body with two coats of Testor #44 PLA gold. Let dry overnight.



Sides are brush painted in gloss black. Bright TCL "glow" red is for taillights.



Paint the grille with thinned-out flat black. Door handles are rear bumper should be silver. Letra-Set numbers are used on sides and trunk. Ads and top are Auto World decals. Only simple body mods have made this Riviera into the Chevelle that Smokey Yunick prepared for Curtis Turner for the '67 Grand National stock car series.

\$100 and a load of FREE kits to the winner! Prizes all the way down to 17th place!

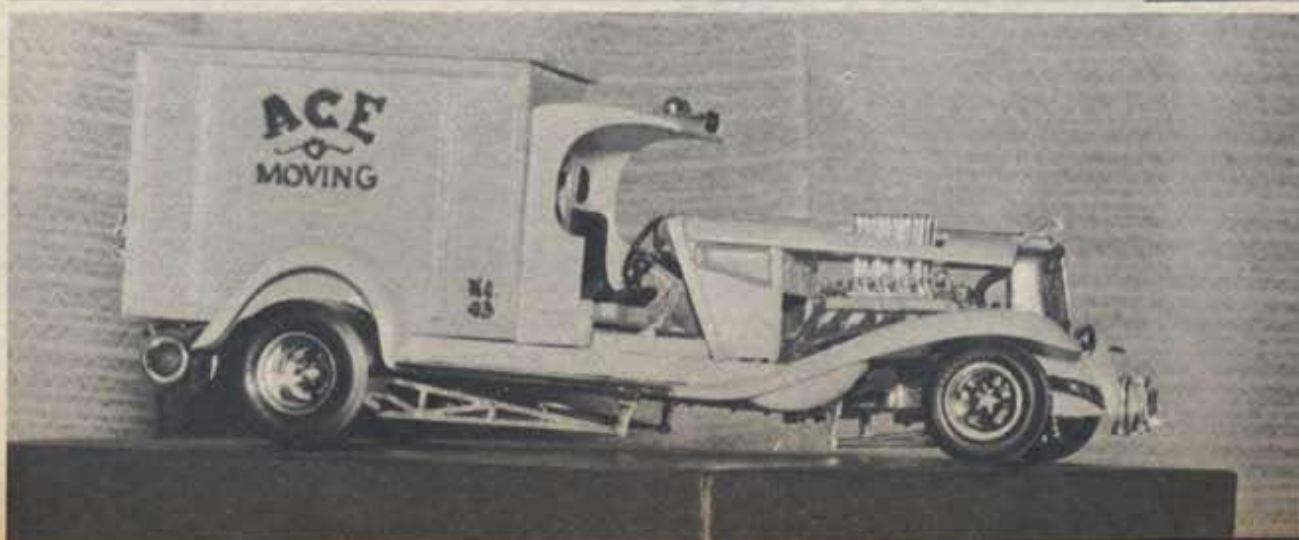
WINNERS NAMED IN OUR OLD-TIME CAR CONTEST

Blitzed! That's what we were, with entries for our MCS "Old Time Car" customizing contest! Our instructions were simple—"Pick up one of MPC's exciting old-time car kits at your local store and hustle on home. Then, simply crack the box open and start customizing! That's right—customizing! We want to see who can come up with the wildest customized old-time car in the country."

Well, that was all it took to start the ball rolling. We were covered with entries— and you ain't seen nuthin' until you've seen old-time cars customized!

So here are the winners of the money and the free MPC kits. Now if you'll excuse us, we're in the midst of whipping up another contest. Watch for it next month!

The winner in the big bucks' old-time car contest, and the recipient of a \$100 Savings Bond, plus 20 MPC kits, is Duvall Davis of 110 Dihedral Dr., Baltimore, Md. 21220. His winning effort is "The Mod Mover," a 1932 moving van with a wild running late model V-8 engine. Congratulations, Duvall, on winning. The Editors of *MODEL CAR SCIENCE* hope you enjoy your prizes.

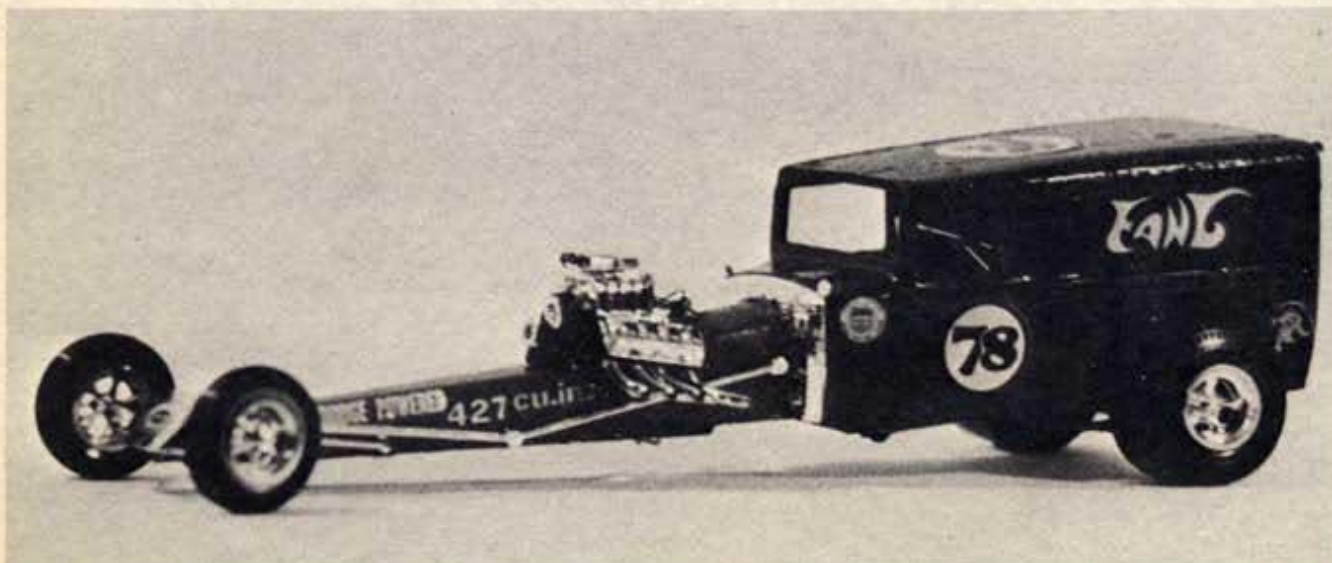
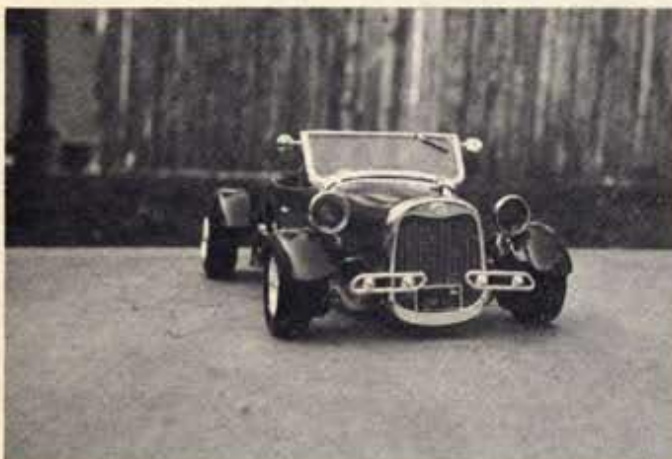




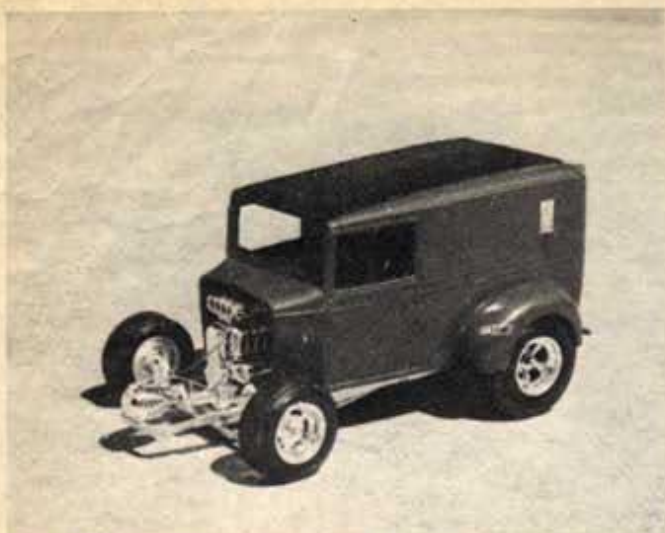
Second place winner is Robert Spencer, of Tarzana, California. His entry is "The Paddy Wagon," a 1928 Ford truck with a fully wired Chevy engine and a special feature, a jail trailer with a very old prisoner. Robert will receive a \$50 Savings Bond, plus 15 MPC kits, if he will send in his full address. Do it now, Bob.



Third place for a \$25 Savings Bond and ten MPC kits is Richard A. Buhr, of 6 Crooked St., Ballston Lake, New York, New York 12019, with his 1927 MPC Lincoln sport roadster. The car has been updated with a blown Olds V-8 in the rear. Congratulations, Richard. Do you really live on Crooked St.?



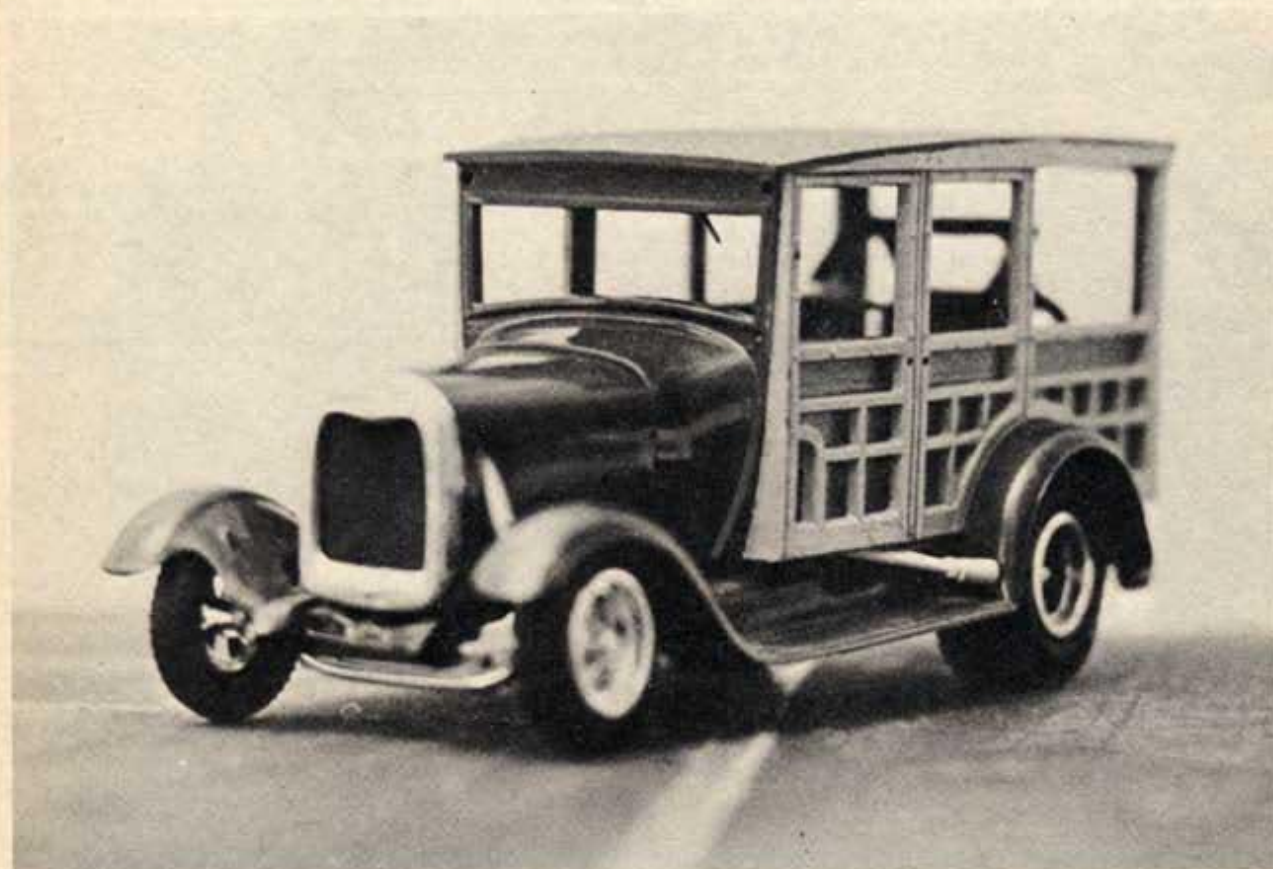
Fourth place goes to Roger Mason, 845 Halecrest Dr., Chula Vista, Calif. 92010. He will receive five MPC kits.



Fifth spot goes to Duane W. Lanterman of 108 E. Second St., Ellinwood, Kansas 67526.



Sixth place goes to Mark Dickey, 15088 Westminster Way N., Seattle, Wash. 98133.



Seventh place, for his 1929 Ford Woody, goes to Allan Amioka, 38 Esplanade, Mount Vernon, New York 10553.

Eighth spot is a 1928 Ford Speedster built by Michael R. Unbanski, 1092 East Cook Ave., St. Paul, Minn. 55106.



→ Contestants 9 through 17 will be notified by mail and each will receive five MPC kits. Congratulations to all the winners and thanks for the entries.

east viewPOINT

By Jose Rodriguez, Jr.

The West may well deserve the title, the land of innovation, but after this I think you'll have to agree that the East is where they do it right.

On the fifth of October, which will be long gone when you read this, Elmsford Raceway in Elmsford, New York, will be hosting a Cobra Invitational.

Cobra races are usually run under *Car Model* rules governing 1/24 semi scale cars.

The people at Elmsford, and I know them well, are scale enthusiasts that have had to learn to roll with the punches. It's a cruel commercial world, right? But it seems enough is enough and for this race, both owner/manager and race director are going to run very modified rules, using their

modifications primarily with regard to body work.

For example, the new ultra-low Russkit Ford Mk 4 and Dynamics P4 will not be allowed just because they are off proportionately. The popular pastime of cutting the bottoms off cars to get them lower is off limits, too.

There'll be no reshaping of shells for such things as gears, shoe posts, etc. and the 1/16-inch ground clearance rule that seems to apply to everything but the gear now means gear as well. This should give some manufacturers' teams a fit. This last rule was recently enforced by another Northeastern raceway and the screams from one factory team were heard across the nation. But the new ruling stood. Clearance applied to the gear as well. Bravo!

And the new rules go on and on
continued on page 66

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- | | | |
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| <ul style="list-style-type: none"> □ P.J. Race Team Decal Package - Four Indy size decals: \$1 (No. 60 Turbine, No. 40 Turbine, STP, Firestone) □ No. 60 STP Lotus Turbine Decal - Driver Joe Leonard, Indy record holder. □ No. 40 STP Turbine Decal - Driver Parnelli Jones. □ Parnelli Jones Turbine Jacket Patch: \$1.50 □ P.J. Race Team Jacket Patches - Turbine, STP, Firestone: \$2 | <ul style="list-style-type: none"> □ PARNELLI JONES Firestone Racing Jacket-Beautiful red & white nylon: \$12.95 (sizes xx, s, m, l, xl) □ Parnelli's Firestone Red, fleece lined racing jacket: \$19.95. Same type he wore at Indy. (sizes xx, s, m, l, xl) □ Parnelli's Firestone Kids Racing Uniforms (J.B. Hinchman Co.): \$15.95. White with red stripes and Indy emblems. (sizes 2-14) | <p>AUTOGRAPHED Color Photos - 8x11</p> <ul style="list-style-type: none"> □ Parnelli, Andy Granatelli & No. 40 Turbine □ Joe Leonard & No. 60 Turbine (Holds Indy record) □ J.C. Agajanian & Bill Vukovich (Indy rookie-of-the-year) □ ALL THREE Photos for \$1 |
|--|---|--|

Enclosed is a check/M.O. totaling \$..... for the above checked items. I've attached my name, address and Zip Code! (Send Check or M.O., no C.O.D.'s please!) (California must add 5% sales tax.)

MC&S CLUB LISTING

Fill out this information sheet and mail it to us as soon as possible. We'll list your club in our MC&S Club Listing, which appears in each issue of MC&S. If you're looking for more fun and competition, let other clubs know where you're at. Make it a point to contact the clubs closest to you, and get that competition started. DO IT NOW!

Please print

Club name _____

Address _____

City _____ State _____ Zip _____

Telephone area code _____ number _____

Is this a new club? Yes No

If "No" how long has your club been in existence? _____ Years _____ Months

How many members? _____

Do you have a minimum age for members? _____

Looking for new members? Yes No

Looking for competition from other clubs? Yes No

Average age of your members _____ years old.

How many tracks in your club? _____

Custom made tracks? (routed) Yes No

Tracks made from commercial track? (Revell, Monogram, etc.) Yes No

Is your club affiliated with NAMRA? (1/24 & 1/32) Yes No

Is your club affiliated with HOCCI? (HO scale) Yes No

If "yes" do you follow the NAMRA or HOCCI rules closely? Yes No

Which scales do you race? 1/24 1/32 HO

Do you race Ready-to-runs Kit cars Scratchbuilt

How often does your club race? _____

Any special night(s) of the week? _____

Do any of your members subscribe to MC&S? Yes No

Buy it on the newsstands? Yes No

Thank you! Your club will be listed approximately 60 days from today, or less.

62/Model Car Science

Brands Hatch HO
Racing Club (3)
24 Orchard Dr.
Cullman, Ala. 35055
734-0858

Mt. Brook Raceway (2)
2325 Lane Circle
Mt. Brook, Ala. 35223

Sitting Bull
HO Club (3)
Box 427
Parker, Ariz. 85344
669-8244

Carousel Slot
Runners (1,2)
1415 W. Wetmore Rd.
Tucson, Ariz. 85705
887-0376

Speed Demon Slot
Car Club (1,2)
Box 83
Agoura, Cal. 91301
889-1494

LeMans HO Racing
Club
9637 E. Lemon
Arcadia, Cal. 91006

The Challengers (3)
628 Glen Court
Atwater, Cal. 95301
358-6546

Riverside Miniature
Raceway (1,2)
2305 Corrientes
Bakersfield, Cal. 93306
871-1596

Hawks Model Research
& Racing Club (3)
24207 Hartland St.
Canoga Pk., Cal. 91304
348-7469

Cypress Glen HO
Drag Racing Assn. (3)
10454 Alabama Ave.
Chatsworth, Cal. 91311
882-1226

Chevron (3)
1440 Riverside Ave.
Colton, Cal. 92324
825-6686

Concord Slot Car
Racing Club (1,2,3)
3502 Hillsborough Dr.
Concord, Cal. 94520
686-4272

Neutrons (1)
Downey, Cal. 90240
928-2043

Mendelsohn Motorized
Miniatures (1,2,3)
1334 Beech Hill Ave.
Hacienda Hts., Cal. 91741
333-9602

Miniature Automobile
Friends in Action (2)
5512 Pine Cone Rd.
La Crescenta, Cal. 91214
248-3690

Hot Slot Club of
Lake Arrowhead (1,2,3)
Box 332
L. Arrowhead, Cal. 92352
337-3343

Tri-City HO Racing
Club (3)
4471 Glen St.
La Mesa, Cal. 92041
463-2392

Kerbin Raceway (3)
14109 Priscilla St.
La Mirada, Cal. 90638
921-2013

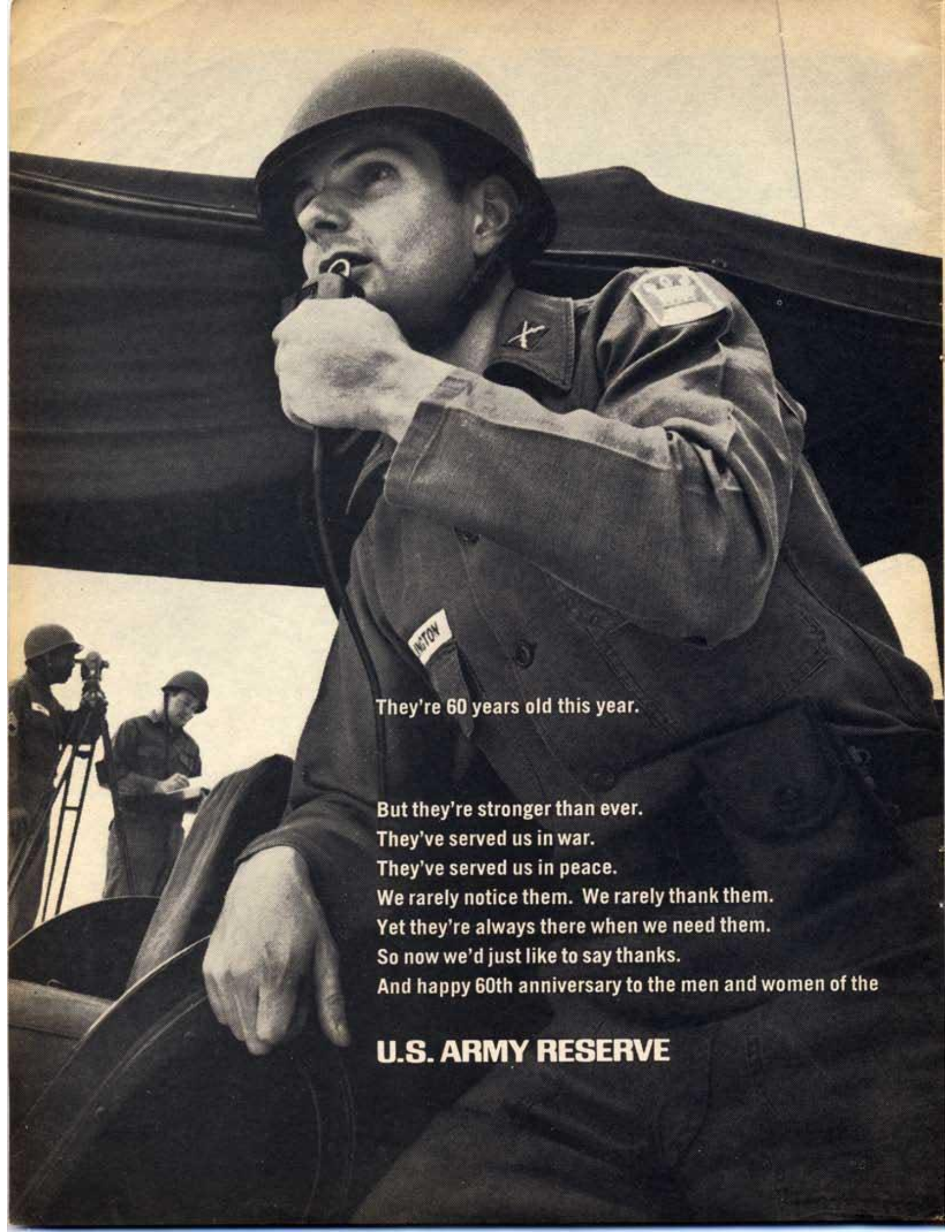
W&W Slot Car Club (1,2)
1368 Anza Way
Livermore, Cal. 94550
447-4890

Brentwood 1/32nd
Scale Slot Racing
Club (2)
1307 Allenford Ave.
L.A., Cal. 90049
393-9071

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Advancement (1,2)
2725 Lakewood Ave.
L.A., Cal. 90039
662-7422

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The Rootin'Tootin' Racing Club (1,2) 7685 Hart St. No. Hwd., Cal. 91604 762-1927	Niantic Scale Slot Racing Assn. (2) 27 Old Black Pt. Rd. Niantic, Conn. 06357 739-5804	Champs Racing Club (1,2) 1304 W. American St. Freeport, Ill. 61032 232-4755	Gary Groner (1) 7540 Aberdeen Prairie Village, Kas. 649-0242	Keebler Kookie Club (3) 25447 Wareham Dr. Huntington Woods, Mich. 542-3730	Lakewood HS HO Slot Racing Assn. (3) Somerset Ave. & E. 7th St. Lakewood, N.J. 08701
Hot Doggers Slot Club (1) 4612 Grand Ave. Oakland, Cal. 94606 751-2171	Niantic Slot Racing Assn. (2) 5 Rockwell St. Niantic, Conn. 06357 739-5173	Mark Conlon (2) 6700 Appletree St. Hanover Pk., Ill. 837-1989	The Track Terrors (3) 421 Virginia St. Sabetha, Kas. 66534 284-3166	Compton-Buckingham Racers (1,2,3) 14445 Summerside Ct. Livonia, Mich. 48154 425-3581	The Super Six (1) Box 232 Manua, N.J. 08051 468-3649
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HO Slot Racing Club (3) 3809 Carson Cr. Palo Alto, Cal. 94306 321-3880	Mackarey & Mowad Racing Div. (3) 274 Washington St. Waterbury, Conn. 06706 755-7635	Mid America Raceways, Inc. (3) 1004 Madison Mascoutah, Ill. 62258 566-2757	HO Turbo Charged Trucks (3) 1 Colonial Ct. Wichita, Kas. 67201 683-6587	Riverview Model Racing Assn. Riverview Model Racing Assn. (1,2) 19174 Coachwood Ct. Riverview, Mich. 48192 283-0188	Ferns County Racing Club (3) 994 Pleasant Dr. New Milford, N.J. 261-5244
Cobras (1,2) 5715 Capeswood Dr. Palos Verdes, Cal. 378-8031	Brandywin Slot Racing Assn. (1,2) 206 S. Road Lindamere Wilmington, Del. 19809 764-2391	The Vampires Rally of Shady Hollow (3) 211 Pond St. Rockford, Ill. 61102 963-5130	Little Roadracers of Wichita (3) 2708 S. Mosley Wichita, Kas. 67216 265-0436	Golden Thumb Trio (1) 5655 Dixie Hwy. Saginaw, Mich. 48601 755-8475	New Shrewsbury Road Racing Club (3) 22 Avalon Dr. New Shrewsbury, N.J. 747-1890
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AOTKF (1,2) 9257 S. Crawford Ave. Needley, Cal. 93654 638-4216	Atlanta HO Car Club (3) 3311 Rillman Rd. N.W. Atlanta, Ga. 30327 261-4895	Miniature Automobile Slot Racing Assn. (2) Waterloo, Ill. 62298 939-7550	Mcm's Apple Pie & American Flag Racing Team (3) 1312 N. 18th Monroe, La. 71201 322-5374	Sandusky Slot Car Racers (2) 88 S. Austin St. Sandusky, Mich. 48471 648-2802	T-Jets (1,3) 12 Buttonwood Dr. Somerset, N.J. 08873 846-2659
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Torrance Organized Road Racing (3) 5008 Vanderhill Rd. Torrance, Cal. 90505 375-6753	International Assn. of Automotive Modelers, Inc. (3) 4212 S. Mozart St. Chicago, Ill. 60632	United Slot Car Racing Assn.- Midwest (1,2) 3139 S. Hartman Dr. Indianapolis, Ind. 357-3643	SMAC 4 Solcott Rd. Revere, Mass. 02151 284-5714	Terry Tagge (3) 2801 Anna Ave. N. Platte, Nebr. 69101 532-5922	Ecurie Long Island (2) 792 Commack Rd. Brentwood, N.Y. 11717 665-9083
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Calif. Scale Racing Assn. (1) Whittier, Cal. 90603 943-8379	Riverside 500 Race Club (2) 10012 S. Bell Ave. Chicago, Ill. 60643 238-4436	Glenwood Racing Assn. (3) 150 Linda Lane W. Lafayette, Ind. 434-5553	HO Track Twisters (3) 3222 Colfax Ave. Flint, Mich. 48503 234-3051	H&N Road Masters 120 Berlin Rd. Cherry Hill, N.J. 08034 428-1184	Endwell Slot Racing Assn. (2) 3620 Lorne Dr. Endwell, N.Y. 13460 785-1632
1/32 Rules! (2) 3182 W. Radcliff Dr. Englewood, Col. 80110 798-0257	North Shore HO Competition Cars Club (3) 1400 Bayberry Lane Deerfield, Ill. 60015 945-2285	Algona Racing Club (1,2) 520 S. Wooster St. Algona, Ia. 50511 295-5354	Spirit of Jimmy Clark (1,2,3) 722 Emerald NE Grand Rapids, Mich. 459-7755	The Untouchables (1,2) 125 Broadway Ave. Colonias, N.J. 07067 382-6543	



They're 60 years old this year.

But they're stronger than ever.
They've served us in war.
They've served us in peace.
We rarely notice them. We rarely thank them.
Yet they're always there when we need them.
So now we'd just like to say thanks.
And happy 60th anniversary to the men and women of the

U.S. ARMY RESERVE

My mail is beginning to depress me. More and more readers are protesting the increased cost of racing; specifically the higher price of motors and the frequency with which they blow. All this is taking place when we should be encouraging new entrants into this hobby-sport. (Yes, I read Mike Morrissey's recent column about those more expensive motors being the way to go and all is roses!) The blown motor situation would seem to be universal among *all* brands, even the specialty motors such as Steubie's and Zimmerman's, etc., and about which I'll go into more detail later.

First of all, no one with knowledge has ever claimed that slot racing was inexpensive even two years ago (it's a relative thing) and I might add that I have always encouraged readers to do their own rewinding and experiment more on chassis designs, etc., to derive more pleasure through more active personal involvement.

Secondly, I feel that present excessively large wired motors have exceeded the design limits of the basic Mabuchi design.

Thirdly, it is my humble opinion that a motor could be made to sell for seven to ten dollars if *soundly designed* so it would be reliable and not become obsolete every 30 days. To prove this last point, first look at the market. Cox Super Nascar, Certus Engineering's 610 and Mura Production "D" motor all sell for less than seven dollars. Dyna-Rewind has seven and eight dollar motors. It costs just as much to wind, epoxy, balance and assemble a motor with #24 wire as it does #29 wire. A Cox endbell could be made of more heat-resistant material at little if any extra cost because the same molds are used and there are no extra tooling costs involved. The various other pieces of hardware would be essentially the same and the magnets in these cheaper motors are nothing to sneeze at. So a motor could be made to sell for ten dollars or less *if* the basic design were sound and long term production anticipated.

All this is in the realm of theoretical economics, I realize, and as a production engineer I am only too familiar with tooling costs, but we must face reality—the expensive motor is on the scene.

I want to point out that I see justification for a motor costing twenty dollars or more if it is hand wound and assembled with "tender loving care," such as a Steube or Mini-Wheels Kean motors. Why? Because hand winding takes more time and labor, thus more costly to manufacture the product.

Now to the point about blown motors. The super hot motors are blowing (all brands) for quite a variety of reasons including carelessness, but I think there are four main causes. First, rpm is far in excess of what the comm was designed to withstand (centrifugal forces over 60 pounds have been recorded and I have seen 83 pounds in one instance). Secondly, there are a lot

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of bad comms from suppliers (this really can't be called the rewinder's fault). Thirdly, there is excessive endbell bearing heat which can be cured with Mini Wheels or Champion's bullet proofing kit. Fourth and lastly is the boiling of batteries because of excessive drain by super hot motors.

Battery boiling is a condition where more current is being drawn from the battery than the battery charger can replace easily without passing excessive A.C. ripple into the outgoing power supply. The high charging rate produces a rapid release of hydrogen into the atmosphere; hence the bubbling or "boiling" term is applied. Electrically, in very severe cases, the power supply coming to the track will have almost as much A.C. leakage as is entering the battery. The raw A.C. power being filtered no better than the charger's filter causes excessive heat in the motor so they "blow."

I have heard of race after race where battery chargers caused A.C. leakage and *all* the factory pro teams were blowing their motor. It is *not* reasonable to assume that there could possibly be that many faulty motors of all brands especially in the hands of the factory sponsored pros. When a whole series of custom motors such as Steube start blowing you'd better look for faulty track power, not faulty motors.

For instance, I know of many groups or clubs who rent the local commercial track on the night that it is normally closed. In this way they can set their own rules. These rules can vary quite widely. Some groups specify that the motor must be a stock Mabuchi. Others specify the motor must be a Pittman 195 or 196 and stock comms used. Still others call for only Pittmans or only Cox Super Nascar motors. I know of one club that says you have to use a Dyna Rewind—any Dyna motor so long as it has the brown phonic comm.

The object of all these rules is to limit the cost and horsepower as well as make each motor readily identifiable so a hot Mura or Champion is not slipped into a race. The comm is the distinctive part of each of these motors and if you have ever tried to put a really hot wind on a stock Pittman comm, you'll know what I mean about limiting the horsepower. Pittman's comms just won't take a hot wind without melting.

I've heard they conduct races down in Miami and put a limit of \$13.00 on the total car, and stock motors must be used. Oh, I know this stock motor rule can and is abused by a whole host of methods ranging all the way from dewinding to static balancing with invisible glues and lacquers so it won't

show up at inspection, but it's still low cost racing.

I've heard of rules where only vintage cars can be raced in 1/32nd scale and the large very thin scale tires must be used. I tried this after I heard about races up in Canada run this way and believe me—anything hotter than a stock motor becomes simply uncontrollable. They buy clear plastic bodies from G.T. Models in England and I know of one club track out here in California that has tried this type of racing and found it really fun. Narrow tires limit the horsepower that can effectively be applied to the track.

There is one track in Santa Ana, California, and one in the Midwest that uses only a six-volt battery supply. Both clubs report it's more fun on six volts and more demanding skill-wise than any 12-volt system ever thought of being.

Now, I'll admit that club racing is not all that cheap, especially if you are starting out to build one from scratch with a router and home type track such as Revell, Monogram or Atlas. It isn't cheap if you're talking about a big layout, but keep in mind a few facts about this type of racing.

First of all, the cheaper motors previously mentioned are about all the horsepower you can *effectively* use on most home tracks regardless of power supply and a 1/32nd scale car with 3/8-inch tires. Anything more powerful than about two-tenths of an ohm (45 turns of #27) on large club tracks which are usually very twisty just becomes uncontrollable. The smaller the track's size or the more twisty it becomes the milder the motor must be wound. So it becomes a case of either buying a cheaper rewind or buying a blank armature and winding your armature with a fairly mild wind then send it out to be balanced.

This whole process starts with *you!* You are going to have to gather your friends together and make up your own set of rules as to scale and motor limitations. This can take the form of organizing your own club track or talking the local commercial track into setting up a race program that allows only certain motors to be run.

This horsepower race is a double-edged sword. With a "wind what you want" set of rules a #25 wire expensive motor might be the only avenue open to you but probably for all tracks across the country a #26 wire would be better suited. But if you change to a smaller scale (1/32nd) or make stiff rules like lower voltage or go ultra scale, you'll be hard put to find ways to win with mild wound motors.

I think you will soon find out it's a lot more fun and much cheaper when you race with specific handicaps such as motor limitations than it ever was when a "wind as low as possible" rule was in effect. Look at the ball people have had for years running in stock Monogram, midget races. It has stock motors and, in most cases, stock tires as well.

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including an old NAMRA rule that the Concoors car must run to win the title.

Now all of this is good, but here's the kicker. One of the regulars at Elmsford who has something to do with a real car magazine, *CAR AND DINGLE* or something, is so impressed with this attitude that he is pressing the SCCA for a CAN-AM sanction for the event, and at this moment, it looks like he may just get it, SCCA steward and all. It's all rather wild, to say the least. I can remember when the people who were formerly at the helm of this real car magazine didn't treat slot racing too kindly. Times change, don't they? I can't help but sit here and smile now thinking about what would happen if the SCCA really got interested in slot racing. Can you imagine, NAMRA, USRA, SCCA? A warning, Westport; this may be more than you can chew!

One other note while still with the Elmsford crew: the people there were formerly the manufacturers and distributors of a nationally recognized scale wheel that was the best ever put on the market. We're talking about the old magnesium wheels made by RVM. Suddenly this name has appeared in print again, and now being used by such thumbs as Mr. Cukras. This in itself is enough to make me ask why. I did and the answer was the company is back, making front wheel and tire combinations for 1/24 cars, in

3/4-inch diameters. This is not my idea of a 1/24 scale setup, but for those of you who go this mini route, I'll tell you this; they are the hardest, rubber impregnated with Teflon tires I have ever seen. And their trueness is matched only by the wheels which are still made of magnesium and still feature two Allen screws. If you want a pair, you'll have to send direct to Elmsford.

The sidewinder or angle winder (take your choice) is still king. As we all know, this mechanical nightmare first saw light in Canada in 1/32, then into the Midwest, and then appeared in print in *MODEL CAR JOURNAL* when pictures of it were seen in a NAMRA race report, again, still in 1/32 scale. The gears then started to turn in Gene Husting's head, I'm told, and suddenly there it was in California, in 1/24. It must have taken all of 24 hours to cross the country, and today it's the chassis setup to beat, maybe. I wasn't there, I didn't see it, but from what the elves tell me, the Cobra twins, Howard Ursaner and Sandy Gross, were seen running a much different version. The floppy mounts were there, double action this time, but not connected to a rod setup, but a U-shaped hunk of plate that has a trailing section, again, plate that trails out in the middle of the U and bounces around on its own. Sound good? I'm told it was, and when these guys use something you know it is.

Somehow it all sounded familiar though, and checking out the race report mentioned above, I found the same type of setup was also at that NAMRA meet and is, in fact, more closely related to the original Canadian design. Sure takes a long time to come a short way. Now, two points: first, we still do not have proper gears for the sidewinders, though I'm informed Taylor-Made in England is cutting spurs at 15 degrees. And the next step I hope will be to get that motor parallel to the rear axle so we can have a proper gear mesh and power transfer. It can be done. Remember not too long ago, the hottest commercial setup was Jim Russell's Carrera series using the 16 size can. I have seen it done with 1/32 and what it may need is a motor as good as the new Muras in a slightly smaller configuration. A little bird tells me that there is one—possibly two—on the boards of different companies. No names yet.

We may not see these come to the market, and this must be understood. You don't tool for a handful. But, in the meantime, why doesn't a manufacturer like Cobra put out a sidewinder frame as good as the ones Howie and Sandy run? The last nine words are the ones that count. One answer is that McLaren does not sell the 6A until the 8A is ready. And as if that's not bad enough, Mercedes never sells a GP car when it's racing or after. That's racing... no, that's business.

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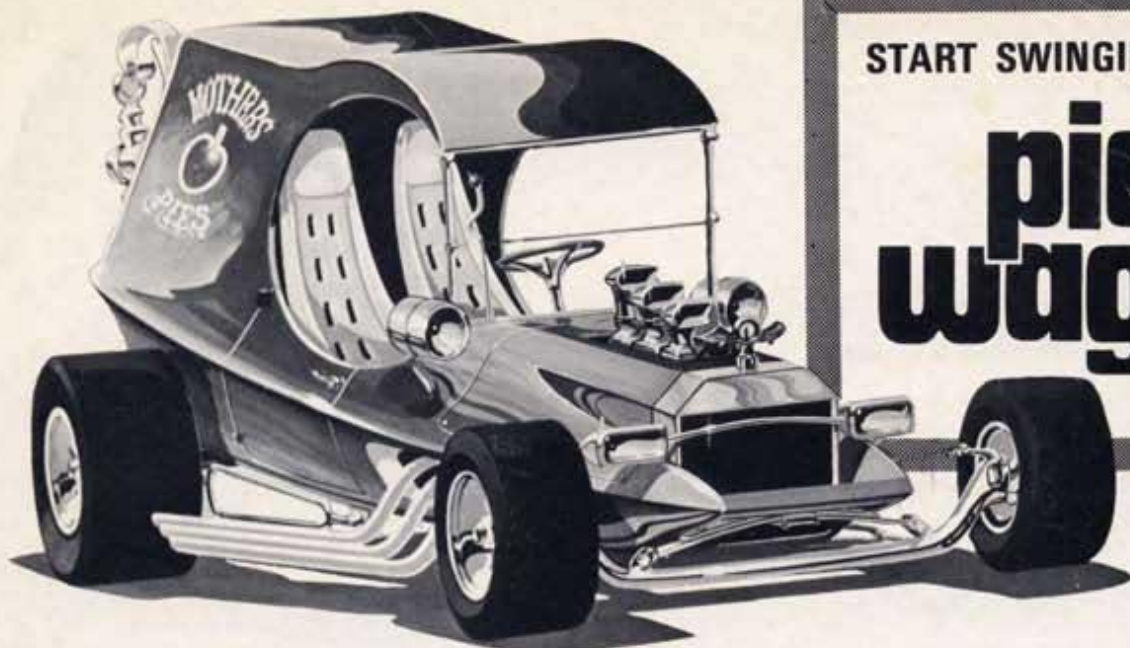
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